

Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Board of County Commission Meeting

Tuesday May 3, 2005

9:30 AM

Commission Chamber

Charles Anderson, CPA
Commission Auditor

111 NW First Street, Suite 250
Miami, Florida 33128
305-375-4354

Board of County Commissioners

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LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

AMENDMENT TO CITY OF SOUTH MIAMI COMMUNITY REDEVELOPMENT AGENCY REDEVELOPMENT PLAN

Office of Community and Economic Redevelopment

I. SUMMARY

The City of South Miami Community Redevelopment Agency (SMCRA) is requesting an extension in the life of the SMCRA for 15 years to June 1, 2020, subject to the CRA securing a long term financing agreement supported by Tax Increment Revenue by June 1, 2010.

II. PRESENT SITUATION

The City of South Miami Community Redevelopment Agency was created by the Board of County Commissioners on April 15, 1997. According to the agency's interlocal agreement with County, the SMCRA will expire June 1, 2005 unless the Board of County Commissioners approves an extension prior to the sunset date.

III. POLICY CHANGE AND IMPLICATION

The extension would allow the SMCRA to find additional funding and complete projects outlined in Phase II of its redevelopment plan. Such projects include the rehabilitation of the Mobley Building (identified as a potential business incubator facility), the Church Streetscape project, and numerous mixed-use housing projects which are in various stages of planning and construction.

Should the agency not be able to find additional long-term funding commitments pledging Tax Increment Revenues within five years, then the SMCRA would expire on June 1, 2010.

IV. ECONOMIC IMPACT

SMCRA tax increment revenues for 2004-05 were \$780,000. The SMCRA has been approved to receive 50% of available tax increment revenues. The completion of various housing projects is expected to increase the tax increment revenues. Staff estimates that the county's contribution over the next five years will be \$3 million; and \$12.9 million over 15 years.

V. COMMENTS AND QUESTIONS

A scrivener's error on handwritten page 5, lists the interlocal agreement as between the City of Florida City and Miami-Dade County. It should read "between the City of South Miami and Miami-Dade County."

LEGISLATIVE ANALYSIS

ORDINANCE RELATING TO INCORPORATION

Commissioner Dennis C. Moss

I. SUMMARY

This ordinance provides modifications to the incorporation process. This ordinance increases the percentage of registered voters necessary in meeting the prerequisite for a petition for referendum. This ordinance also attempts to bring both the petition and MAC options together to address flaws in the transparency and efficiency of the incorporation process.

II. PRESENT SITUATION

In Miami-Dade County there are currently two paths a community may take to establish incorporation. The community may choose to meet the requirements through (1) a Petition for Referendum or by means of (2) a Municipal Advisory Committee (MAC). As more communities have inquired about the opportunity to incorporate, there has been much discussion and criticism over which process is most efficient, while remaining fair to all constituents.

1. Petition for Referendum- (*the current process*)

- Constituents must provide a valid and complete petition with the consent of 10% of the registered voters residing in the proposed area.
 - Once the signatures are gathered the petition should be delivered to the Clerk of the Board of County Commissioners.
 - The Clerk of the Board of County Commissioners transmits a copy of the petition to the Office of Management and Budget.
 - Upon the Office of Management and Budget determining the petition is complete, the department notifies the Clerk of the Board. The Office of Management and Budget then proceeds with the task of making recommendations to the County Manager.
 - The County Manager then brings the issue to the BCC as a public hearing item.
- This process has been criticized for having a low consent percentage (of 10%) for establishing an incorporated area in Miami-Dade County.
- The petition process is a bit more "hands off" than the MAC process.

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- Due to the flexibility provided through the petition process, many constituents have stated they were unaware of any meetings regarding incorporation possibilities in their residential area(s).
- Many constituents have also expressed that they did not know what they were signing.
- Some constituents have stated they were not informed of the true impact incorporation will have on their area.

2. Municipal Advisory Committee (MAC)- *(the current process)*

- The collective interest of individual constituents or a group of constituents ask their respective County Commissioner to entertain the opportunity to incorporate the area they reside in.
 - MAC members are later appointed and collectively meet in a forum open to the public to address and study the practicality of incorporation for the area they reside in.
 - The MAC proceeds with performing a study (report) on the proposed area of incorporation with oversight provided by the Office of Management and Budget.
 - The intent of setting up a MAC is to involve constituent participation and their opinions to pertinent concerns.
 - The MAC's study should address the concerns a new municipality will face with incorporating and operating as a new municipality.
 - After the MAC and the Office of Management and Budget have finalized their study a report is passed on to the County Manager who brings the issue to the BCC as a public hearing item.
- Although, the MAC carries on their process with the assistance and oversight of the Office of Management and Budget, constituents have expressed sentiments of not being well informed of the process.

III. POLICY CHANGE AND IMPLICATION

- This ordinance provides a means of bringing the petition process and the MAC process together. Bringing the two paths together with the desire to provide more open discussion between neighbors. This ordinance should allow for a more transparent and true outlook of how the greater part of the community truly feels.

BCC ITEM 7(B)
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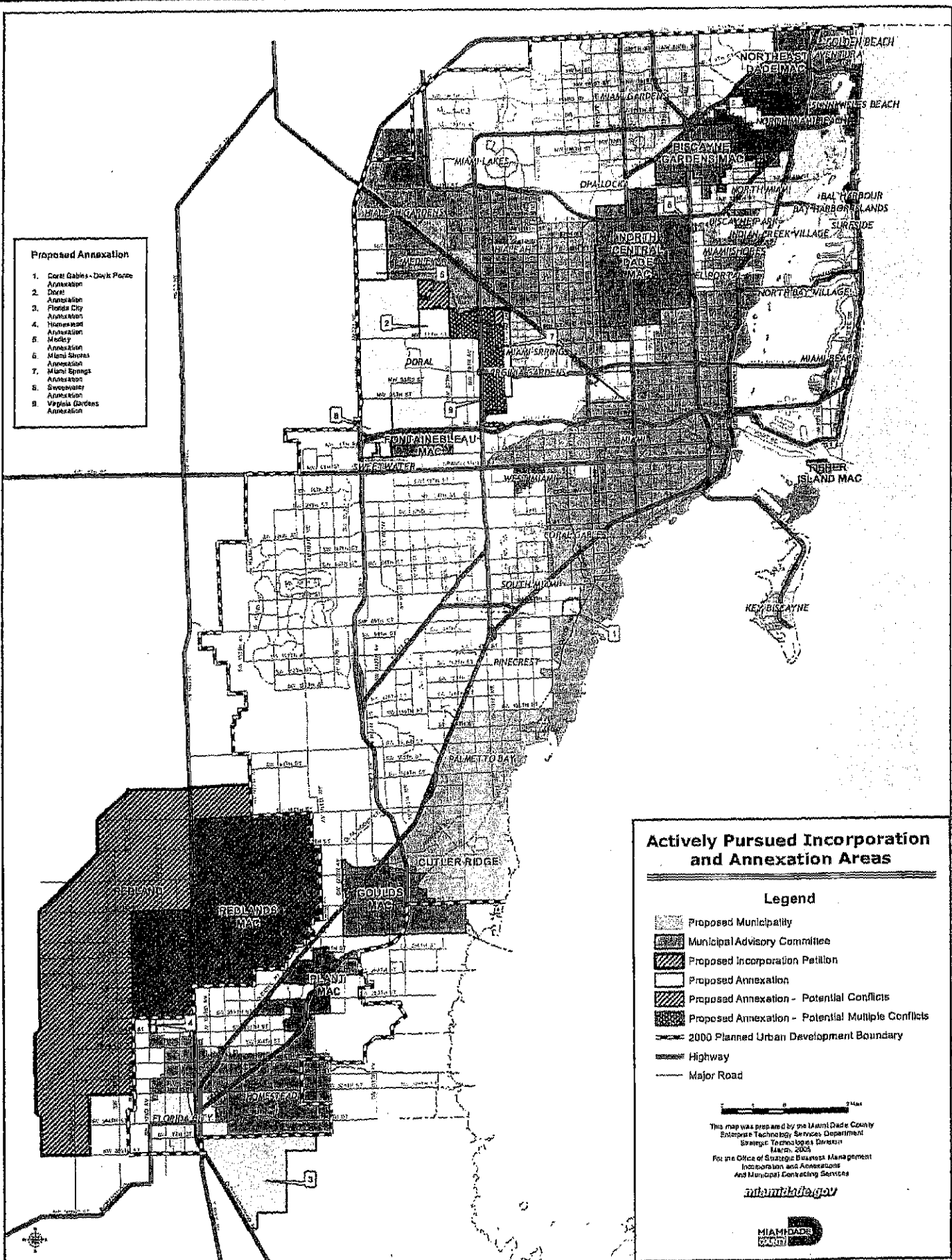
- The ordinance proposes an increase of consent from 10% of the registered voters in the area to 25%. Some may express the increased percentage requirement from 10% to 25% is pretty lofty and unrealistic for simply starting an incorporation process. Others will say the consent percentage could be higher and the overwhelming masses should be for this before spending the resources, time, and money.
- This ordinance deletes language stating the County Manager should be notified by the Clerk of the Board and replaces that step with the Clerk notifying the Board of County Commissioners (BCC). The Clerk of Courts is being asked to notify the respective Commissioner(s) of the proposed area who has the authority to bring the item to the BCC as a public hearing item.
- This ordinance brings the petition and MAC process together by stating that a complete petition must proceed through the MAC process before being brought to the respective Commissioner and the BCC.
 - Section 20-21 mandates that petitions filed prior to or subsequent to the effective date of this ordinance must now progress through the MAC process to provide a report fully addressing issues involved in incorporating.
 - Section 20-21 also states, "[n]o petitions having had their initial public hearing prior to the effective date of this ordinance shall receive further consideration by the County Commission or any county established board, unless and until the provisions of this section and Section 20-20(c) have been met."

IV. ECONOMIC IMPACT

N/A

V. COMMENTS AND QUESTIONS

- Attachment 1: Map of the actively pursued incorporation and annexation areas.
- Attachment 2: Incorporation/Annexation Status Report as of April 2005
- Attachment 3: Municipal Incorporation Elections (1990-Present)



Incorporation/Annexation Status Report As of April 2005

Municipal Advisory Committees

Biscayne Gardens

The Biscayne Gardens Municipal Advisory Committee (MAC) is now preparing its proforma budget.

Fisher Island

The MAC is working on its pro-forma budget. Miami Dade Police Department (MDPD) has provided two alternatives to its original local police proposal. One of the alternatives calls for nine (9) dedicated police officers and one police sergeant at an annual cost of \$1.1 million. The second proposal provides (2) two non-dedicated officers per shift at an annual cost of \$826,000. The MAC is reviewing the proposals. The next meeting is scheduled for April 27, 2005.

Fontainebleau

The proposed incorporation of Fontainebleau item was heard before the Planning & Advisory Board (PAB) on January 10, 2005. The PAB recommended denial (unanimously) of the proposed incorporation. The item will be forwarded to the Infrastructure and Land Use Committee (INLUC).

Goulds

The MAC met on March 10, 2005. Mayor Otis Wallace of Florida City was the invited guest speaker. He provided information about the different forms of municipal government, strong mayor and manager, and the different components of municipal revenues and expenses. He informed the MAC of revenues that a municipality can get from the State in the form of grants. Mayor Wallace also noted that it would be unlikely that a Goulds municipality would be able to sustain itself at the current County millage of 2.447. The next MAC meeting is scheduled for April 14, 2005. Mayor Roscoe Warren of Homestead will be the guest speaker.

North Central Dade

The proposed incorporation item was heard on December 6, 2004 at Miami Central High School at 6:00 PM by the Planning Advisory Board (PAB). The PAB recommended denial (unanimously) of the proposed incorporation. The item will be forwarded to INLUC.

Northeast Dade

The Northeast Dade MAC proposed incorporation item was heard by the Boundaries Commission (BC) on March 23, 2005. The BC recommended approval of the item 6 votes to 1.

PLANT (Princeton, Leisure City, and Naranja)

The PLANT MAC (PMAC) met on September 16, 2004 and discussed their pro-forma budget. The PMAC decided not to meet again until they had more information from the FCRC concerning their desire to expand its boundaries. The PMAC chairperson said he would contact the FCRC as to their status.

Redland

The Redland MAC (RMAC) had their last meeting on January 22, 2004. The major discussion item was Commissioner Sorenson and Commissioner Moss' resolution. The RMAC has conflicts with Goulds and PLANT concerning the boundaries and is currently in negotiations with the FCRC.

Annexations

Davis Ponce

It is anticipated that the Davis Ponce annexation application will be scheduled for a public hearing at the May 2005 meeting of the Infrastructure and Land Use Committee.

Doral

The Doral application went before the BCC on September 9, 2004. The BCC did not accept the application. The Board gave the Manager 120 days to mediate mutually agreeable boundaries with Virginia Gardens, Medley, and Miami Springs. The cities last met on January 31, 2005.

Florida City

The Florida City application was reviewed by the Infrastructure and Land Use Committee on February 8, 2005 and was forwarded to the BCC without recommendation. The County Attorney was instructed at that meeting to prepare an ordinance for approval of the boundary change. On March 1, 2005, the BCC deferred its discussion of the report and had a first reading for the ordinance. The ordinance will receive a second reading and the report will be discussed at a public hearing no sooner than April 19, 2005.

Homestead

The City of Homestead annexation item was presented to the PAB on March 7, 2005. The members recommended approval of the proposed annexation, 4 votes to 3. The item will be forwarded to INLUC.

Medley

The Medley application went before the BCC on September 9, 2004. The BCC did not accept the application. The Board gave the Manager 120 days to mediate mutually agreeable boundaries with Doral, Virginia Gardens, and Miami Springs. The cities last met on January 31, 2005.

Miami Shores

The Miami Shores application was deferred at the March 23, 2005 Boundaries Commission meeting, pending amendment of the Village's resolution initiating the annexation request to reflect a revised legal description. The revisions to the legal description for the application are the result of discussions between the Village and the County's Public Works Department and address inconsistencies between the Village's existing and proposed boundaries.

Miami Springs

The Miami Springs application went before the BCC on September 9, 2004. The BCC did not accept the application. The Board gave the Manager 120 days to mediate mutually agreeable boundaries with Doral, Virginia Gardens, and Medley. The cities last met on January 31, 2005.

Sweetwater

An annexation application was accepted by the BCC on February 1, 2005. Currently, staff is reviewing departmental responses.

Virginia Gardens

The Virginia Gardens application was accepted by the BCC on September 23, 2003. On September 9, 2004, The Board gave the Manager 120 days to mediate mutually agreeable boundaries with Doral, Medley, and Miami Springs. The cities last met on January 31, 2005.

Transition Cities

Cutler Ridge

The Cutler Ridge Charter Commission held its initial meeting on Monday, March 21, 2005 and continues to meet regularly on Monday and Thursday evenings. A special "name the city" meeting is scheduled for Monday, April 11 for the purpose of soliciting public input on names to be placed on a special election ballot for consideration by the electorate. The Charter Commission has retained legal counsel and is proceeding with the work of preparing a municipal charter for the proposed municipality.

Doral

The City of Doral Roads Transfer Agreement was approved by the BCC on January 20, 2005. The agreement has been signed and distributed to the City.

Miami Gardens

The Interlocal Agreement between Miami-Dade County and the City of Miami Gardens for the allocation of \$6,000,000 to assist in the construction of the Carol City Community Center has been approved and signed by the City. The Interlocal is scheduled to be

heard at INLUC on 4/12/05 for Committee approval. Issues regarding Brentwood and Carol Park remain outstanding and are being finalized by the Parks Department.

Palmetto Bay

The Village of Palmetto Bay Roads Transfer Agreement received final BCC approval on January 20, 2005. The agreement has been signed and distributed to the Village.

Additional Information

Redland Petition

The BCC deferred consideration of this petition for incorporation at their December 14, 2004 meeting. The petition was received by the Clerk of the Board on May 17, 2004 and has been certified by the Elections Department. No date certain was established by the board for future consideration of the petition.

**MUNICIPAL INCORPORATION ELECTIONS
1990 to Present**

Election	Election Date	Registered Voters	Ballots Cast	Turnout %	YES Votes %
Key Biscayne Incorporation	11/06/90	4,241	3,087	72.79%	56.66%
Key Biscayne Charter Approval	06/18/91	3,868	1,693	43.77%	67.51%
Aventura Incorporation	04/11/95	11,984	5,164	41.51%	85.18%
Aventura Charter Approval	11/07/95	12,197	3,909	32.05%	89.59%
Pinecrest Incorporation	09/19/95	10,321	4,786	46.37%	65.91%
Pinecrest Charter Approval	03/12/96	8,769	4,609	52.56%	58.21%
Sunny Isles Beach Incorporation	01/07/97	6,838	2,678	39.16%	72.72%
Sunny Isles Beach Charter Approval	06/16/97	6,973	1,892	27.13%	81.75%
Miami Lakes Incorporation	09/05/00	9,760	4,743	48.60%	87.09%
Miami Lakes Charter Approval	12/05/00	10,699	1,566	14.64%	94.19%
Palmetto Bay Incorporation	02/05/02	13,702	6,391	46.64%	81.49%
Palmetto Bay Charter Approval	09/10/02	13,762	7,225	52.50%	83.24%
Doral Incorporation	01/28/03	6,985	1,985	28.42%	85.45%
Doral Charter Approval	06/24/03	7,531	776	10.30%	92.19%
Miami Gardens Incorporation	01/28/03	51,582	8,032	15.57%	63.55%

LEGISLATIVE ANALYSIS

ORDINANCE RELATING TO ANNEXATIONS & INCORPORATIONS; DELETING REFERENCES TO THE BOUNDARIES COMMISSION

Commissioner Natacha Seijas

I. SUMMARY

The ordinance being proposed will dissolve the Boundaries Commission and transfer the commission's current responsibilities to the Planning Advisory Board.

II. PRESENT SITUATION

- The Boundaries Commission is currently responsible for providing recommendations (pertaining to community and municipality boundary lines) to the Planning Advisory Board and the Board of County Commissioners.
- Although, the Boundaries Commission and the Planning Advisory Board have performed similar duties for some time they have co-existed. (Board descriptions provided below)

Boundaries Commission

This body will identify, analyze and make recommendations on issues related to the division of all of the unincorporated areas into municipal incorporation and annexation or into community councils.

- ATTACHMENT 1- The current Boundaries Commission

Planning Advisory Board

This body serves as the local planning agency for Miami-Dade County.

- ATTACHMENT 2- The current Planning Advisory Board
- There have also been instances where the Boundaries Commission recommendations have expounded on certain concerns that generally fall within the responsibilities of the Planning Advisory Board.
- The Boundaries Commission and the Planning Advisory Board each consist of a total of thirteen (13) members. The County Commissioners have the opportunity to appoint one person (within their district) to Boundaries Commission and one person to the Planning Advisory Board. A Chairperson and Vice-Chairperson are elected to lead the board and their agenda.
 - Seven of the thirteen (13) Boundaries Commission members shall reside in Unincorporated Miami-Dade County.

III. POLICY CHANGE AND IMPLICATION

- This ordinance plans to dissolve the Boundaries Commission and expedite the process addressing boundaries of communities and municipalities as well as concerns pertaining to incorporation and annexation.
- Some people may argue there are too many steps and too much redundancy with the current process. They have also debated that consolidating the responsibilities and meeting times will prove to be more efficient.
- Others may argue that having separate steps (Boundaries Commission and Planning Advisory Board) allows more opportunities for constituents to become involved and air their opinions.

IV. ECONOMIC IMPACT

N/A

V. COMMENTS AND QUESTIONS

Attachment #1

Membership Information

13 records

Category	Member Name	Appointed\Nominated By	Previous Member
	<u>VACANT</u>	COMMISSION DISTRICT 10- SEN. JAVIER D SOUTO	JOSE LUIS CASTILLO
	<u>VACANT</u>	COMMISSION DISTRICT 9- DENNIS MOSS	ROBERT CONNER
<u>RESIDENT OF EXISTING MUNICIPALITY SEEKING BOUNDARY CHANGE</u>	<u>VACANT</u>	COMMISSION DISTRICT 13- NATACHA SEIJAS	OSCAR PUIG-CORVE
<u>RESIDENT OF AREA SEEKING INCORPORATION</u>	<u>VACANT</u>	COMMISSION DISTRICT 5- BRUNO A. BARREIRO	ROBERT WOLF
	<u>VACANT</u>	COMMISSION DISTRICT 1- (BETTY T FERGUSON)	DANIEL LAVAN
	<u>ALVAREZ, MANUEL A.</u>	COMMISSION DISTRICT 11- JOE A. MARTINEZ	
	<u>BATISTA, CARLOS</u>	COMMISSION DISTRICT 4- SALLY A. HEYMAN	
	<u>DE ROSA, JR., LUIS</u>	COMMISSION DISTRICT 2- DORRIN D. ROLLE	IRMA PLUMMER
	<u>HUERTA, Jr., MANUEL A.</u>	COMMISSION DISTRICT 12- JOSE "PEPE" DIAZ	
	<u>MARTINEZ, IAN</u>	COMMISSION DISTRICT 6- REBECA SOSA	
	<u>McCUE, EDWARD G.</u>	COMMISSION DISTRICT 8- KATY SORENSON	
	<u>MERLIN WEST, SHIRLEY</u>	COMMISSION DISTRICT 7- (JIMMY L. MORALES)	
	<u>POWELL, NORMAN</u>	COMMISSION DISTRICT 3- BARBARA CAREY-SHULER, ED.D.	

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Attachment #2

Membership Information

13 records

Category	Member Name	Appointed\Nominated By	Previous Member
	<u>VACANT</u>	COMMISSION DISTRICT 1- (BETTY T FERGUSON)	CHARLES GEORGE
	<u>VACANT</u>	COMMISSION DISTRICT 12- JOSE "PEPE" DIAZ	CARLOS LOPEZ-CANTERA, JR
	<u>CLYNE, REGINALD J</u>	COMMISSION DISTRICT 3- BARBARA CAREY-SHULER, ED.D.	SHIRLYON McWHOTHER
	<u>FRAGA, ANTONIO C.</u>	COMMISSION DISTRICT 5- BRUNO A. BARREIRO	
	<u>GARUZ, JULIO</u>	COMMISSION DISTRICT 13- NATACHA SEIJAS	DOROTHY COOK
	<u>HYMAN, TIM</u>	COMMISSION DISTRICT 11- JOE A. MARTINEZ	
	<u>JUDE, ROD</u>	COMMISSION DISTRICT 8- KATY SORENSON	
	<u>LAGO, ARMANDO</u>	COMMISSION DISTRICT 10- SEN. JAVIER D SOUTO	ALICIO PINA
	<u>MALOOF, AL</u>	COMMISSION DISTRICT 2- DORRIN D. ROLLE	
	<u>RINEHART, WAYNE</u>	COMMISSION DISTRICT 6- REBECA SOSA	
	<u>SANABRIA, GONZALO</u>	COMMISSION DISTRICT 4- SALLY A. HEYMAN	
	<u>SHEROUSE, CHRISTIENNE</u>	COMMISSION DISTRICT 7- CARLOS A. GIMENEZ	CHRISTIENNE SHEROUSE
	<u>SOSNA, JAY</u>	COMMISSION DISTRICT 9- DENNIS MOSS	

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LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

ORDINANCE AMENDING SECTIONS 2-1254 AND 2-1258 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA RELATING TO MIAMI-DADE COUNTY'S TARGETED JOB INCENTIVE FUND (TJIF) PROGRAM ADDING ELIGIBLE INDUSTRY, MODIFYING TJIF PROGRAM PARAMETERS AND ADDING ADDITIONAL BONUS INCENTIVES.

Commissioner Jose "Pepe" Diaz
Commissioner Katy Sorenson

I. SUMMARY

The Targeted Jobs Incentive Program (TJIF) was initially formed in July 2000 and revised in Dec. 2002. The current set of proposed amendments increase the per-job incentive; provide up to \$3,000 in new bonuses; and allow the Board of County Commissioners to increase the total award a company can receive in any fiscal year.

- Adds a new industry: **Solar Thermal and Photovoltaic Manufacturing Installation and Repair.**

II. PRESENT SITUATION

The TJIF is an initiative by The Beacon Council and Miami-Dade County patterned after the State of Florida Qualified Target Industry Tax Refund Program (QTI). The program's intent is to attract relocating out-of-area businesses and encourage expansion of existing local companies by providing cash incentive awards.

Currently the TJIF is available to 32 industries including research and development, rubber and plasters; electronic and other electronic equipment; and miscellaneous manufacturing.

III. POLICY CHANGE AND IMPLICATION

<u>Original</u> TJIF Incentives	<u>Proposed Changes</u> TJIF Incentives
\$6,000 per New Job	\$9,000 per New Job
	Up to \$1,500 bonus for operating of a building that qualifies as "green construction"
	Up to \$1,500 bonus if the company provides Solar Thermal and Photovoltaic Manufacturing, Installation and Repair
Outside the Designated Priority Area: no more than \$1.5 million in awards in any single fiscal year; \$5 million overall	Award amount may be higher as determined by Board of County Commissioners
Inside the Designated Priority Area: No more than \$2.5 million in awards in any single fiscal year; \$7.5 million overall	

BCC ITEM 7(H)

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IV. ECONOMIC IMPACT

The cash incentives provided to qualifying companies will not exceed the amount a company pays in ad valorem taxes. There will be a positive fiscal impact to the County.

V. COMMENTS AND QUESTIONS

None.

LEGISLATIVE ANALYSIS

ORDINANCE AMENDING SETION 33-314 OF THE CODE OF MIAMI-DADE COUNTY; REQUIRING ZONING APPLICATIONS FOR PRIVATE SCHOOLS FOR 500 OR MORE STUDENTS TO BE HEARD DIRECTLY BY THE BOARD OF COUNTY COMMISSIONERS; PROVIDING SEVERABILITY, INCLUSION IN THE CODE AND EFFECTIVE DATE

Department of Planning and Zoning

I. SUMMARY

This ordinance being proposed will mandate that zoning hearing applications for private schools in Miami-Dade County containing 500 or more students shall come before the Board of County Commissioners.

II. PRESENT SITUATION

Such hearings are currently being heard by their respective Community Councils. The Community Councils are required to address all issues and render all decisions "in the sunshine" during public hearings. Each Community Council serves one of ten unincorporated areas in Miami-Dade County.

Miami-Dade County Community Councils

1. Area 2 Northeast
2. Area 5 Country Club of Miami
3. Area 7 Biscayne Shores
4. Area 8 North Central
5. Area 10 Westchester
6. Area 11 West Kendall
7. Area 12 Kendall
8. Area 14 Redland
9. Area 15 South Bay
10. Area 16 Fisher Island

III. POLICY CHANGE AND IMPLICATION

This ordinance will allow private (non-public) schools in Miami-Dade County containing 500 or more students to come straight to the Board of County Commissioners for zoning applications. The schools will come before the BCC during their Zoning Meeting as a public hearing.

- With vouchers and parents simply sacrificing and making the lofty investment in their children more students are attending private schools then in the past.

BCC ITEM 7(I)

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- According to the Florida Department of Education (FDE) approximately 16.55 percent of all school-aged children in Miami-Dade County attend private (non-public) schools. (Miami-Dade Public Schools' has calculated 16 percent.)
 - ATTACHMENT 1- FDE Nonpublic Schools Characteristics
- Florida Department of Education has recorded that there are approximately 399 private schools in Miami-Dade County. Miami-Dade County has more private schools than any other county in Florida.
 - ATTACHMENT 2- FDE Nonpublic Schools Count
 - ATTACHMENT 3- Miami-Dade County, Florida Private Schools
- Some may argue the BCC should hear these zoning applications for private schools because of their county-wide significance.
- Private (Non-public) schools are often times operated and regulated as businesses and churches.
- This ordinance attempts to align private schools with charter schools as well as businesses and churches that all come before the BCC to address zoning matters.

IV. ECONOMIC IMPACT

N/A

V. COMMENTS AND QUESTIONS

**SUMMARY OF NONPUBLIC SCHOOL
SELECTED CHARACTERISTICS
SCHOOL YEAR 2003-04**

Total number of students (PK-12)	381,346
Total number of schools (PK-12)	2,231
Total instructional/ administrative personnel in nonpublic schools (PK-12)	41,575

Percentage of state school age population (PK-12) in nonpublic schools: 12.79%

Counties with at least twelve percent or more of school-age students enrolled in nonpublic schools:

Counties	Percent
Jefferson	18.97
Duval	18.77
Clay	18.54
Miami-Dade	16.55
Pinellas	15.77
Leon	15.44
Escambia	15.09
Sarasota	14.58
Orange	14.44
Palm Beach	14.34
Broward	14.00
Brevard	13.83
Seminole	13.18
Martin	12.26
Lee	12.10
Marion	12.00

Counties with no reported nonpublic schools (PK-12):

Dixie Glades Liberty

Table 6
NONPUBLIC SCHOOLS COUNT

DISTRICT	PRE-K	K-12	K-8	9-12	ESE	OTHER	TOTAL
ALACHUA	3	12	16	3	0	0	34
BAKER	0	0	0	1	0	0	1
BAY	0	5	5	0	0	0	10
BRADFORD	0	1	2	1	0	0	4
BREVARD	5	27	35	6	1	0	74
BROWARD	16	43	96	11	6	1	175
CALHOUN	0	1	0	0	0	0	1
CHARLOTTE	0	5	8	0	0	0	13
CITRUS	1	4	4	1	0	0	10
CLAY	2	20	6	3	0	0	31
COLLIER	1	5	16	1	0	0	23
COLUMBIA	1	4	2	0	0	0	7
MIAMI-DADE	81	47	234	30	7	0	399
DESOTO	0	4	0	0	0	0	4
DUVAL	8	60	82	9	6	1	166
ESCAMBIA	0	13	20	1	0	0	34
FLAGLER	1	1	2	0	0	0	4
FRANKLIN	0	0	1	0	0	0	1
GADSDEN	0	2	0	0	1	0	3
GILCHRIST	0	1	1	0	0	0	2
GULF	0	0	0	0	0	1	1
HAMILTON	0	2	0	0	0	0	2
HARDEE	0	0	1	0	0	0	1
HENDRY	0	1	1	0	0	0	2
HERNANDO	1	4	3	2	0	2	12
HIGHLANDS	0	5	4	0	1	0	10
HILLSBOROUGH	1	51	80	10	3	1	146
HOLMES	0	2	0	0	0	0	2
INDIAN RIVER	0	4	8	1	0	0	13
JACKSON	0	4	1	0	0	0	5
JEFFERSON	0	2	0	0	0	0	2
LAFAYETTE	0	0	1	0	0	0	1
LAKE	2	19	15	6	0	0	42
LEE	5	22	26	5	1	0	59
LEON	3	8	21	2	1	0	35
LEVY	0	2	0	0	0	0	2
MADISON	0	1	1	0	0	1	3
MANATEE	0	20	15	1	1	0	37
MARION	2	19	17	1	0	0	39
MARTIN	0	3	8	0	0	0	11
MONROE	0	1	6	0	0	0	7
NASSAU	1	5	5	0	0	0	11
OKALOOSA	1	5	9	0	1	0	16
OKEECHOBEE	0	3	0	0	0	0	3
ORANGE	10	51	86	5	1	1	154
OSCEOLA	4	12	10	1	0	1	28
PALM BEACH	18	43	62	11	1	0	135
PASCO	2	15	11	3	1	0	32
PINELLAS	9	36	72	13	2	0	132
POLK	0	12	29	1	2	1	45
PUTNAM	1	8	1	2	1	0	13
ST. JOHNS	2	4	10	4	0	0	20
ST. LUCIE	1	14	11	2	1	0	29
SANTA ROSA	1	4	0	1	0	0	6
SARASOTA	2	16	16	6	1	1	42
SEMINOLE	6	18	39	3	1	0	67
SUMTER	0	3	0	0	0	0	3
SUWANNEE	0	2	1	1	0	0	4
TAYLOR	0	1	0	0	0	0	1
UNION	0	1	0	0	0	0	1
VOLUSIA	2	21	27	4	1	0	55
WAKULLA	0	2	0	0	0	0	2
WALTON	0	2	1	1	0	0	4
TOTAL	195	703	1128	153	41	11	2,231

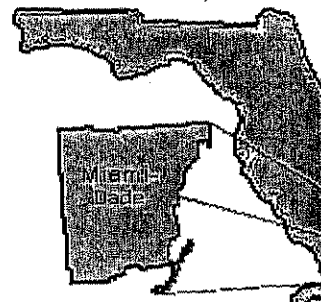
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Miami-Dade County, Florida Private Schools



Categories

See Also:

- [Preschools & Child Care](#)
- [Private Umbrella, 600, Homeschooling Schools](#)

Site Matches

Academy of Arts at Hope	Miami	305-652-3900	NonDenominational	K-12
The Academy of Excellence	Miami	305-696-7980	Non Religious	PK-3
Achievers Academy High School	Miami Shores	305-757-6888	Non Religious	9-12
Adam Academy	South Miami Heights	305-232-1711	Christian	K-6
Alexander School	Miami	305-665-6274	Non Religious	PK-6
All Angels Academy	Miami Springs	305-888-9483	Episcopal	PK-6
Allison Academy	North Miami Beach	305-940-3922	Non Religious	6-12
American Academy High School	Miami	305-267-6707	Non Religious	9-12
Archbishop Coleman F. Carroll High	Miami	305-388-6700	Catholic	9-12
Archbishop Curley/Notre Dame High School	Miami	305-751-8367	Catholic	9-12
Atlantis Academy	Miami	305-271-9771	Non Religious	K-12
Asbury Christian School	Hialeah	305-823-5313	Methodist	PK-2
Barrington Academy	Homestead	305-248-3400	Non Religious	PK-9

Beacon Hill Center	Miami	305-621-3604	Non Religious	PK-8
<u>Belen Jesuit Preparatory School</u>	Miami	305-223-8600	Catholic	6-12
Berkshire School	Miami	305-245-5533	Non Religious	PK-12
<u>Bet Breira School</u>	Miami	305-595-3008	Jewish	PK-5
Beth David Day School	Miami	305-854-3282	Jewish	PK-5
Beth Jacob School	North Miami Beach	305-957-1670	Jewish	6-12
Bethany Covenant School	North Miami	305-758-6367	Christian	PK-5
Bible Baptist Christian Academy	Miami	305-836-9747	Christian	PK-3
Biscayne Academy	Miami	305-932-8994	Non Religious	K-12
Blessed Trinity	Miami Springs	305-871-5766	Catholic	PK-8
Brito Miami Private School	Miami	305-448-1463	Non Religious	PK-12
Btay Solomon Schechter	North Miami Beach	305-933-6946	Jewish Conservative	K-5
Christ Crusade Academy	Miami	305-693-0899	Pentacostal	PK-3
Betesda Christian School	Opa Locka	305-685-7566	Christian	PK-6
Calusa Preparatory School	Miami	305-596-3787	NonDenominational	K-12
<u>Carrollton School of the Sacred Heart</u>	Miami	305-446-5673	Catholic	PK-12
Charpagnat Catholic School of Hialeah	Hialeah	305-888-3760	Catholic	PK-12
Caperucita Child Care	Miami	305-693-8502	Non Religious	PK-3
Charpagnat Catholic School of Miami	Miami	305-642-4132	Catholic	K-12
Children's Rainbow Dayschool & Academy	Goulds	305-258-0194	NonDenominational	PK-6
Christ-Mar Private School	Hialeah	305-823-6515	Non Religious	1-8
Christian Family Academy	Miami	305-248-9598	NonDenominational	PK-8
<u>Christopher Columbus Catholic High School</u>	Miami	305-223-5650	Catholic	9-12
Colonial Christian School	Homestead	305-246-8608	Christian	PK-12

Coral Villa Christian Academy	Miami	305-661-4998	Baptist	PK-K
Conchita Espinosa Academy	Miami	305-553-2722	Non Religious	K-8
Continental Academy	Coral Gables	800-285-3514	Non Religious	9-12
Corpus Christi Catholic School	Miami	305-635-8571	Catholic	PK-8
<u>Cushman School</u>	Miami	305-757-1966	Non Religious	PK-8
Cutler Ridge Christian Academy	Miami	305-251-1534	Christian	PK-9
<u>Dade Christian School</u>	Miami	305-827-8726	Baptist	PK-12
Easter Seal Demonstration School	Miami	305-325-0470	Non Religious	PK-12
Ebenezer Christian Academy	Miami	305-573-2867	Christian	K-12
Edison Private School	Hialeah	305-824-0303	Non Religious	K-9
Educational Alternatives	Miami	305-595-9558	Non Religious	PK-8
El Shaddai School	Miami	800-207-2983	NonDenominational	K-6
Emmanuel Christian School	Opa Locka	305-625-0383	American Baptist	1-6
<u>Epiphany Catholic School</u>	Miami	305-667-5251	Catholic	PK-8
Faith Lutheran School	Hialeah	305-888-6706	Lutheran	PK-8
First Assembly Christian Academy	Florida City	305-248-0794	Assembly of God	PK-12
First Baptist School	Hialeah	305-888-9776	Baptist	PK-12
First United Methodist Day School	Homestead	305-248-7992	Methodist	PK-2
<u>Florida Christian School</u>	Miami	305-226-8152	NonDenominational	PK-12
For Kids Sake Academy	Miami	305-598-9595	Non Religious	PK-3
Gateway Christian School	Miami	305-271-1213	Baptist	PK-6
Gladeview Baptist Christian School	Miami	305-551-6143	Baptist	PK-8
Good Sheperd School	Miami	305-385-7002	Catholic	PK-7
Gospel Tabernacle Christian	Miami	305-626-	Full-Gospel	PK-12

Academy		9162		
Grace Baptist Academy	Miami	305-238-7332	Baptist	K-12
Grace Lutheran Children's Learning Center	Miami Springs	305-888-3220	Lutheran	PK-7
Greater Miami Academy	Miami	305-220-5955	Seventh-Day Adventist	PK-12
<u>Greenfield Day School</u>	Miami	305-595-4868	Jewish	K-8
Guardian Shepherd Lutheran Christian Day	Coral Gables	305-445-8918	Lutheran	PK-4
Gulliver Academy	Coral Gables	305-665-3593	Non Religious	PK-8
<u>Gulliver Preparatory</u>	Miami	305-666-7937	Non Religious	9-12
Gulliver Schools S. Miami	South Miami	305-667-5990	Non Religious	K-4
Gulliver Schools - Pinecrest High School	Miami	305-274-9535	Non Religious	9-12
Gulliver Schools - Pinecrest Middle School	Miami	305-238-3424	Non Religious	5-8
Happi-Tymes Preschool/South Miami Christian	Miami	305-666-5171	Baptist	PK-6
Heritage School of Kendall	Miami	305-232-2222	Non Religious	PK-8
Heritage Schools of Florida	Opa Locka	305-769-7094	Non Religious	1-9
<u>Highpoint Academy</u>	Miami	305-552-0202	Non Religious	PK-8
Holy Cross Academy	Miami	305-598-0009	Catholic	PK-12
<u>Holy Cross Lutheran School</u>	North Miami	305-893-0851	Lutheran	PK-8
Holy Family Catholic School	North Miami	305-947-6535	Catholic	PK-8
Holy Trinity Christian Academy	Miami	305-495-3162	NonDenominational	6
Hope Center	Miami	305-545-7572	Non Religious	1-5
Horeb Christian School	Hialeah	305-557-6811	Baptist	PK-12
Il Savior Academy	Miami	305-596-0053	Non Religious	PK-12
I.C.A. Learning Centers of America	Miami	305-541-3079	NonDenominational	K-12
Immaculate Conception Catholic School	Hialeah	305-822-6461	Catholic	PK-8

Jacobs Athletic Science Center	Miami Beach	305-532-7509	Non Religious	K-8
Jacobson Sinai Academy	North Miami Beach	305-932-9011	Jewish	K-8
James Madison K12 Academy	North Miami Beach	866-512-2273	Non Religious	K-12
Jesus Fellowship Christian School	Miami	305-595-5314	Christian	PK-7
Jose Marti School	Miami	305-441-0565	Non Religious	4-8
Jo Anne Lee Academy	Goulds	305-234-8913	Protestant	PK-1
Kesher L.D.	North Miami Beach	305-792-7060	Jewish	PK-12
Key Biscayne Community School	Key Biscayne	305-361-5418	Private	
Kings Christian School	Miami	305-221-2008	Christian	PK-8
Killian Oaks Academy	Miami	305-274-2221	Non Religious	K-8
Kingswood Montessori School	Homestead	305-248-2308	Non Religious	PK-6
La Salle High School	Miami	305-854-2334	Catholic	9-12
Landow Yeshiva Center	Miami Beach	305-673-5664	Jewish	PK-11
Learning Experience School	Miami	305-279-9811	Non Religious	PK-12
Lehrman Community Day School	Miami Beach	305-866-2771	Jewish	PK-6
Lincoln-Marti Schools	Miami	305-643-4888	Non Religious	PK-12
Little Angels Christian School & Daycare	Hialeah	305-819-0411	Baptist	PK-6
Lively Stones For Jesus	Miami	305-685-7739	Full Gospel	K-8
Living Waters Academy	Miami	305-271-5645	NonDenominational	9-12
Mar-kis Child Center	Hialeah	305-825-0599	Non Religious	PK-3
McGlannan School	Miami	305-274-2208	Non Religious	1-8
Miami Christian School	Miami			
Miami Country Day School	Miami	305-759-2843	Non Religious	PK-12
Miccosukee Indian School	Miami	305-894-2364	Non Religious	K-12

Montessori Children's Academy	Miami	305-225-3070	Non Religious	PK-5
Montessori Children's House	Miami	305-380-0513	Non Religious	PK-1
Montessori Childrens House - Miami Lakes	Miami Lakes	305-823-2522	Non Religious	PK-6
Montessori School of Kendall	Miami	305-274-8625	Non Religious	PK-1
Montessori School of Miami Beach	North Bay Village	305-864-5703	Non Religious	PK-6
New World Learning Center	Miami	305-231-9218	Non Religious	9-12
New Testament Church of Transfiguration	Miami	305-493-9891	Apostolic	PK-12
Neytz Hachochma	North Miami Beach	305-770-1990	Jewish	K-8
North Hialeah Christian School	Hialeah	305-557-2821	Baptist	PK-7
Northwest Christian Academy	Miami	305-685-8734	Baptist	PK-12
Nuestra Senora De Lourdes Pre-School	Hialeah	305-822-2645	Catholic	PK-1
Opa Locka Christian Academy	Opa Locka	305-681-2245	NonDenominational	PK-12
Our Lady of Charity	Hialeah	305-556-5494	Catholic	PK-9
Our Lady of Divine Providence	Miami	305-552-7974	Catholic	PK-8
Our Lady of Fatima Academy	Miami	305-441-0792	Catholic	PK-12
Our Lady of Lourdes Academy	Miami	305-667-1623	Catholic	9-12
Our Lady of the Holy Rosary	Miami	305-235-5442	Catholic	PK-8
Our Lady of the Lakes	Miami Lakes	305-362-5315	Catholic	PK-8
Paladin Academy	Miami	305-596-1104	Non Religious	K-12
Palmer Trinity				
Palmer Trinity School	Miami	305-251-2230	Episcopal	6-12
Paradise Christian School & Development	Hialeah	305-828-7477	Christian	PK-12
Parkway Baptist Wee Care Center	Opa Locka	305-621-8491	Baptist	PK-K
Pathway Christian School	Homestead	305-247-0889	Church of God	PK-12

Pax Christi High School	Miami	786-351-3855	Catholic	9
Peter Pan Child Care and Learning Center	Miami	305-227-7707	Non Religious	PK-5
Pentab Academy	Miami	305-651-9696	NonDenominational	K-2
Perrine Baptist Academy	Miami	305-238-1833	Baptist	PK-6
Pinewood Acres Private School	Miami	305-271-3211	Non Religious	PK-6
Princeton Christian School	Princeton	305-258-3107	Nazarene	PK-12
Progressive Day Care, Inc.	Miami	305-693-1398	Church of God	PK-K
Rabbi Alexander S. Gross Hebrew Academy	Miami Beach	305-532-6421	Jewish	PK-12
<u>Ransom Everglades School</u>	Coconut Grove	305-460-8800	Non Religious	6-12
Redland Christian Academy, Inc.	Homestead	305-247-7399	NonDenominational	PK-12
REM Learning Center South	Miami	305-235-0300	Non Religious	K-1
Revelation Christian Academy, Inc.	Miami	305-758-5656	Christian	6-8
Riviera Schools	Coral Gables	305-666-1856	Non Religious	PK-8
Royal Kids Academy	Hialeah Gardens	305-557-5437	Non Religious	PK-5
Sacred Heart	Homestead	305-247-2678	Catholic	PK-8
<u>Saint Agatha School</u>	Miami	305-222-8751	Catholic	PK-8
Saint Agnes Academy	Key Biscayne	305-361-3245	Catholic	PK-8
Saint Brendan Elementary School	Miami	305-221-2722	Catholic	PK-8
<u>Saint Brendan Catholic High School</u>	Miami MIAMI, FL 33165	305-223-5181	Catholic	9-12
Saint Christophers-By-The-Sea Montessori	Key Biscayne	305-361-5080	NonDenominational	PK-6
Saint Faiths Episcopal School	Miami	305-235-3625	Episcopal	PK-K
Saint Francis Xavier School	Miami	305-573-8532	Catholic	PK-8
Saint Hugh	Miami	305-448-5602	Catholic	PK-8
Saint James Catholic School	Miami	305-681-	Catholic	PK-8

		3822		
Saint John Neumann Elementary School	Miami	305-255-7315	Catholic	PK-8
Saint John The Apostle School	Hialeah	305-888-6819	Catholic	PK-8
<u>Saint Johns Episcopal School</u>	Homestead	305-247-5445	Episcopal	PK-8
Saint Joseph School	Miami Beach	305-866-1471	Catholic	PK-8
Saint Kevin Catholic School	Miami	305-227-7571	Catholic	PK-8
Saint Lawrence School	North Miami Beach	305-932-4912	Catholic	K-8
Saint Luke Christian School	Hialeah	305-836-3623	Lutheran	PK-5
Saint Marys Cathedral	Miami	305-795-2000	Catholic	PK-8
Saint Michael The Archangel	Miami	305-642-6732	Catholic	PK-8
<u>Saint Monica Catholic School</u>	Opa Locka	305-621-2356	Catholic	PK-8
Saint Patrick School	Miami Beach	305-534-4616	Catholic	K-8
Saint Paul Lutheran School	Miami	305-271-3109	Lutheran	PK-8
Saint Rose of Lima	Miami Shores	305-751-4257	Catholic	PK-8
Saint Stephen's Episcopal Day School	Coconut Grove	305-445-2606	Episcopal	PK-6
Saint Theresa Catholic School	Coral Gables	305-446-1738	Catholic	PK-8
<u>Saint Thomas Episcopal Parish School</u>	Coral Gables	305-665-4851	Episcopal	PK-6
Saint Thomas The Apostle	Miami	305-661-8591	Catholic	PK-8
<u>Saint Timothy Parish School</u>	Miami	305-274-8229	Catholic	PK-8
Saints Peter & Paul School	Miami	305-858-3722	Catholic	PK-8
<u>Samuel Scheck Hillel Community Day School</u>	North Miami Beach	305-931-2831	Jewish	PK-12
South Florida International Academy	Miami	305-999-9950	Non Religious	1-12
Spirit of Christ Child Development	North Miami Beach	305-931-5679	NonDenominational	PK-12
Sunflowers Academy	Miami	305-631-1284	Non Religious	PK-6

St. Louis Covenant School	Miami	305-238-5423	Catholic	PK-5
St. Matthew's Lutheran	Miami	305-642-4177	Lutheran	PK-8
Sunrise Christian Academy	Miami	305-821-5841	Presbyterian	PK-3
Sunset Christian Academy	Miami	305-595-7558	Christian	PK-8
Sunset Preparatory School	Miami	305-274-5111	Non Religious	PK-9
Sunshine & Sunset Daycare & Kindergarten	Miami	305-756-7071	Non Religious	PK-K
The Carrie Brazer Center	Miami	305-668-3848	Non Religious	K-8
The Children's House	Miami	305-665-4886	Non Religious	PK-6
The French American School of Miami	Miami	305-595-9335	Non Religious	PK-5
The Glory of God Christian School	Hialeah	305-884-4000	Christian	K-12
The Victory School	Miami	305-466-1142	Non Religious	PK-6
The Vision Academy	Miami	305-232-6003	Non Religious	6-9
Three Flags Academy	Hialeah	305-821-5964	Non Religious	PK-1
Tamiami United Methodist Elementary	Miami	305-858-0787	Methodist	PK-5
Temple Beth Am Day School	Miami	305-665-6228	Jewish	PK-8
Temple Samuel Or Olom E.C.E. Center	Miami	305-382-3668	Jewish	PK-1
Thumbelina Academy	Hialeah	305-887-4514	Non Religious	PK-1
Toras Emes Academy of Miami	North Miami Beach	305-947-6000	Jewish	PK-6
Town Center Preschool	Miami	305-385-9981	Non Religious	PK-1
Tri Tech Preparatory School	Miami	305-620-4222	NonDenominational	1-9
Trinity Christian Academy	Hialeah	305-819-8999	Christian	PK-10
Tropical Christian School	Miami	305-595-2147	NonDenominational	PK-8
Turners Kindergarten	Miami	305-691-6772	Non Religious	PK-1
United Cerebral Palsy Association	Miami	305-325-1080	Non Religious	PK-12

University High School	Miami	786-242-6577	Non Religious	10-12
Vanguard School of Coconut Grove	Coconut Grove	305-445-7992	Non Religious	1-8
Vann Academy	Miami	305-223-3241	Non Religious	PK-3
Von Wedel Montessori School	Miami Shores	305-893-9876	Non Religious	PK-3
West Dade Academy	Miami	305-553-1000	Non Religious	PK-12
Western General Education	Miami	305-576-7526	Non Religious	1-12
Yale School	Miami	305-940-1994	Non Religious	7-12
Young Children in Action II	Hialeah	305-825-3100	Non Religious	PK-6
Young Children in Action	Hialeah	305-556-5009	Non Religious	PK-6
U.S. International Christian Academy	Miami	305-383-4198	Christian	9-12
Universal Academy	Carol City	305-626-0010	Universalist	PK-2
Village Green Christian School	Miami	305-559-4297	Baptist	PK-7
Westcoast School for Human Development	Miami	305-685-5462	NonDenominational	1-9
Westminster Christian School	Miami	305-233-2030	Christian	PK-12
Westwood Christian Day Elementary School	Miami	305-221-8381	Baptist	PK-5
Westwood Christian Day Secondary School	Miami	305-274-3380	Baptist	6-12
William A. Kirlew Jr. Academy	Opa Locka	305-620-9523	Seventh-Day Adventist	K-8
Worshiper's House of Prayer Academy	Miami	305-835-2444	Christian	PK-12
Yeshiva Elementary	Miami Beach	305-867-4188	Jewish	PK-6
Yeshiva Toras Chaim	Miami Beach	305-865-8007	Jewish	7-12

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LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING AGREEMENT NO. OT050662 WITH THE SOUTH FLORIDA WATER MANAGEMENT DISTRICT TO PROVIDE FUNDING FOR DREDGING ACCEPTANCE SECTIONS 3 AND 4 OF THE NON-FEDERAL OPTIONS OF THE MIAMI RIVER DREDGING PROJECT

Department of Environmental Resource Management

I. SUMMARY

This resolution authorizes Agreement No. OT050662 with the South Florida Water Management District (SFWMD) to provide funding for the non-federal component of the Miami River Dredging Project.

- Florida Inland Navigational District (FIND) funding is not utilized in Acceptance Sections 3 and 4 because funds are restricted to dredging in only navigable water. Sections 1 through 4 are considered upstream.
- FIND funding will be utilized with Section 5, which extends approximately from 2700 block of NW North River Drive.

II. PRESENT SITUATION

Non-Federal Option ('Bank to Bank') Funding Source Breakdown

Funding Source	Non-Federal Opt. Total Contributions	Percentage	Acceptance Sections 3 & 4 Contributions	Percentage
County	\$ 2,950,000.00	25%	\$ 433,020.00	34%
City of Miami	\$ 1,770,000.00	15%	\$ 259,810.00	20%
SFWMD	\$ 4,484,000.00	38%	\$ 600,000.00	46%
FIND	\$ 2,596,000.00	22%	\$ 0.00	0%
TOTAL	\$11,800,000.00	100%	\$1,292,830.00	100%

The non-federal option (commonly known as the 'bank to bank' component) of the Miami River Dredging Project allows for the extension of the dredging beyond the federal channel (see attachment "A). It will allow for the addition removal of an estimated 120,000 cubic yards of sediments.

III. POLICY CHANGE AND IMPLICATION

Each of the 15 separate reaches or "Acceptance Section", of the Miami River Dredging Project is approximately 2000 feet in length. This item allows for the removal of sediments from Acceptance Sections 3 and 4 along the extended bank to bank area.

BCC ITEM 8 (D) (1) (D)

May 3rd, 2005

- Acceptance Section 3
Geographic Area: Extending from the 3300 block of NW North River Drive to approximately 3050 NW North River Drive
Removal: estimated 4,000 cubic yards of sediments
Work Schedule: to commence May 2005 to June 2005
SFWMD Funding: \$200,000
- Acceptance Section 4
Geographic Area: Extending from the 3050 block of NW North River Drive to approximately 2800 NW North River Drive
Removal: An estimated 8,000 cubic yards of sediments
Work Schedule: to commence June 2005 to August 2005
SFWMD Funding: \$400,000

IV. ECONOMIC IMPACT

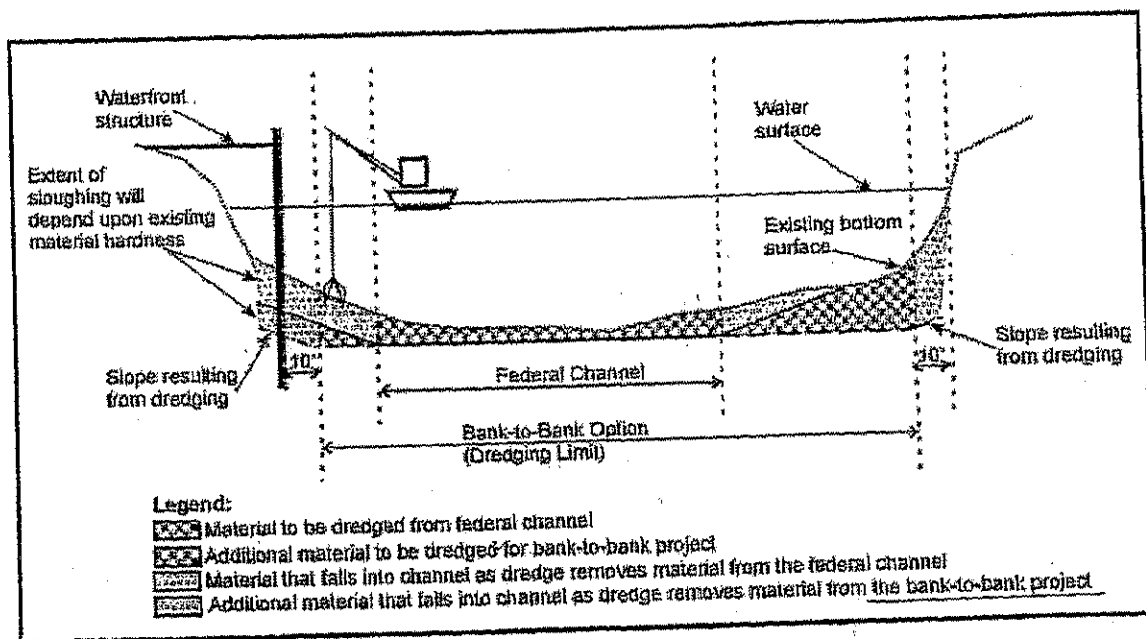
The estimated total cost to complete the non-federal option of the Miami River Dredging Project is \$1,292,830. This resolution would allow for the implementation of Agreement No. OT050662 allowing for the distribution of \$600,000 from the SFWMD.

The balance of the project's cost would be shared between the County (\$433,020) and the City of Miami (\$259,810).

V. COMMENTS AND QUESTIONS

The cost for Acceptance Sections 3 & 4 is 50% lower than Acceptance Sections 1 and 2 (See Attachment B). This is mostly due to an estimated 22,000 cubic yards of sediment removal compared to that of 12,000 cubic yards in Sections 3 and 4. Other factors include a 15% overhead charge and differences accounted for in the monitoring requirements.

ATTACHMENT "A"



ATTACHMENT "B"

ACCEPTANCE SECTIONS 1 & 2

Non-Federal Option ('Bank to Bank') Funding Source Breakdown

Funding Source	Non-Federal Opt. Total Contributions	Percentage	Acceptance Sections 1&2 Contributions	Percentage
County	\$ 2,950,000.00	25%	\$ 614,875.00	30%
City of Miami	\$ 1,770,000.00	15%	\$ 368,925.00	18%
DEP	\$ 4,484,000.00	38%	\$1,100,000.00	52%
FIND	\$ 2,596,000.00	22%	\$ ***0.00	0%
TOTAL	\$11,800,000.00	100%	\$2,083,800.00	100%

*Acceptance Section 1 completed February 2005.

**Acceptance Section 2 under construction (commenced February 2005).

***FIND funding is restricted to dredging within the "natural navigable" portion of the Miami River which extends roughly up to 27th Avenue.

LEGISLATIVE ANALYSIS

RECOMMENDATIONS ON PRIORITY FOCUS AREAS, EVALUATION CRITERIA AND REVIEW OF THE SOLICITATION DOCUMENTS IN THE ENVIRONMENTAL ENHANCEMENT AND EDUCATION CATEGORY FOR FY 2005-2006 COMMUNITY BASED ORGANIZATION REQUEST FOR PROPOSALS

Department of Environmental Resources Management

I. SUMMARY

This Item establishes the priority areas, evaluation criteria and the solicitation documents utilized in fiscal year 2005-2006 in the funding category of Environmental Enhancement and Education.

- Application criteria are the same as in fiscal year 2004-2005.
- Funding remains the same as in fiscal year 2004-2005.

II. PRESENT SITUATION

The Community Based Organization Request for Proposal allows for Environmental Community Based Organizations to apply for grant awards to provide community based services in the areas of Environmental Enhancement and Education. The maximum grant award an organization can receive is up to \$75,000.

III. POLICY CHANGE AND IMPLICATION

None.

IV. ECONOMIC IMPACT

Funding for the award program is provided through the operating budget of the following departments:

Department	Funding
Water and Sewer	\$250,000.00
DERM	\$175,000.00
Solid Waste Management	\$164,000.00
Total	\$589,000.00

V. COMMENTS AND QUESTIONS

None.

LEGISLATIVE ANALYSIS

ITEM 8 (G)(1)(A) RESOLUTION AUTHORIZING THE ALLOCATION OF \$250,000 FROM SURTAX INCENTIVE POOL FUNDS TO MIAMI SUPPORTIVE HOUSING CORPORATION (MSHC), INC. FOR THE CHRISTIAN HOSPITAL HOMELESS FACILITY; AND AUTHORIZING THE COUNTY MANAGER OR HIS DESIGNEE TO EXECUTE ANY NECESSARY AGREEMENTS.

Miami-Dade Housing Agency

I. SUMMARY

This resolution allocates \$250,000 in Surtax Incentive Pool funds to Miami Supportive Housing Corporation, Inc. (MSHC) for the Christian Hospital Homeless Facility. This allocation was recommended by the Miami-Dade Housing Agency (MDHA) and approved by the Affordable Housing Advisory Board (AHAB) at its January 26, 2005 meeting. This development located at 4700 N.W. 32nd Avenue, was issued a Certificate for Occupancy on November 30, 2004.

II. PRESENT SITUATION

This development houses formerly homeless individuals who will contribute 30% of their income towards the rent while a rental subsidy will cover the rest. There are 74 efficiency style housing units, each with their own kitchenette and bathroom.

- 74 Efficiency units
- Each unit is 184 square feet
- Gross Rent: \$424.00

III. POLICY IMPLICATIONS

None.

IV. ECONOMIC IMPACT

- \$3,503,473 Previous Projected Cost
- \$3,753,473 Revised Projected Cost
- \$250,000 Financing Gap

V. COMMENTS AND QUESTIONS

According to staff, this project was initially approved for 2002 funds in late 2001, however, the \$250,000 financing gap occurred when the building code changed in March 2002 and the developer had to revise the project to meet the new code. MSHC is a non-profit developer and does not have the money to pay for the outstanding bills in order to receive the proper releases from the contractor.

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING EXECUTION OF THE FIRST SUPPLEMENTAL AGREEMENT TO THE PROFESSIONAL SERVICES AGREEMENT (PSA) BETWEEN MIAMI-DADE COUNTY AND WASHINGTON GROUP INTERNATIONAL, F/K/A WASHINGTON INFRASTRUCTURE SERVICES, INC., IN THE AMOUNT OF \$14,961,312.63 AND EXERCISING THE CONTRACT OPTION FOR PROVISION OF ENGINEERING SERVICES DURING PHASE 2 OF THE METRORAIL/METROMOVER MID-LIFE REHABILITATION PROJECT

Miami-Dade Transit Agency

I. SUMMARY

This resolution authorizes Supplement (No. 1) to the Professional Services Agreement (PSA) with Washington Group International (WGI) for oversight, consultation, and engineering services associated with the Metrorail "Mid-Life" Rehabilitation and Metromover replacement projects.

II. PRESENT SITUATION

This PSA was approved by the BCC in September of 2003.

The original PSA was for \$2.1 million.

The BCC and CITT approved use of Surtax funds for this purpose in October of 2003.

III. POLICY CHANGE AND IMPLICATION

MDT believes that by utilizing PSAs for these types of services, the County can address their performance incrementally and utilize supplements to these agreements to further fund the project.

This amendment would fund through Phase II of the "Mid-life" project.

IV. ECONOMIC IMPACT

This Supplement increases the contract by \$14.9 million. (100% - PTP)

V. COMMENTS AND QUESTIONS

Attachment 1: Surveys of Transit Properties in Baltimore, Chicago, New York, Washington D.C., and San Francisco who have recently undertaken Rehab / Renovation Projects of a similar nature.

Attachment 1

Baltimore

Gary Lockett - Procurement Administrator (410) 767-3360

Baltimore is currently conducting a Mid-Life Overhaul.

How often?

This is the first time doing an overhaul since the cars were purchased 15 years ago.

At what cost?

Approximately \$80 million by the time overhaul is complete, for approximately 100 vehicles.

Do they hire consultants to oversee rehab or do they deal directly with rehabbing Contractor?

They do hire consultants to oversee the contracts. They have separate contracts for vendors of mechanical work and aesthetic work.

If consultants are used, what is the cost per car formula?

Does not have that information.

What is the life expectancy of a railcar after rehab?

15 to 20 years.

What is the maintenance cost of a rehab car versus a new car?

Does not have that information.

What is the cost of a new rail car?

Does not have that information.

What is the maintenance cost of a rail car at quarter life, at half-life?

This is the first time doing an overhaul since the cars were purchased 15 years ago. However they do not break it down per car formula due to the varying repairs on each of the cars.

Have they experienced a passenger increase after a fleet rehab?

They believe the ridership is very high so they expect that it would remain the same or possibly increase.

Have they experienced a passenger increase after a new fleet was acquired?

N/A

Chicago

Ralph Malec – Engineering Supervisor (847) 982-5090

Chicago completed a Mid-Life Rehab project on 600 of their Elevated Train Cars 2 years ago.

How often?

Major overhaul occurs approximately every 20 years.

At what cost?

Chicago is budgeting for their next major overhaul of an additional 257 cars this upcoming year at approximately \$240 million (or just under \$1 million per car).

*** Chicago's director of engineering conceded that other than the fact that their individual cars are smaller, if they transitioned to A/C power propulsion, like MDT, that the price per car would be significantly higher. The size of their cars does not lend itself to an easy transition from DC to AC power.**

Do they hire consultants to oversee rehab or do they deal directly with rehabbing Contractor?

They did not hire a consultant for their last 600 car renovation. However they did hire Parsons Transportation Group to consult on their purchases of new cars.

If Chicago would have converted to AC power, the director stated they probably would have needed to bring in a consultant.

If consultants are used, what is the cost per car formula?

N/A

What is the life expectancy of a railcar after rehab?

20 years

What is the maintenance cost of a rehab car versus a new car?

Chicago Transit has realized savings in annual maintenance costs after the initial rehabilitation program. Their Engineering director estimates that the miles between incidents, has doubled since the rehab.

There was currently no frequency of incident data related to new cars to compare the costs.

What is the cost of a new rail car?

\$1.5 million (Chicago's individual rail cars are smaller than those of Miami-Dade Transit)

What is the maintenance cost of a rail car at quarter life, at half-life?

CTA has an ongoing Preventative Maintenance Program. However they do not break it down a per car formula due to the varying ages of their cars.

Have they experienced a passenger increase after a fleet rehab?

No. They believe this is because there were no actual cosmetic changes to the cars.

Have they experienced a passenger increase after a new fleet was acquired?

N/A

New York

New York City Transit operates a revenue fleet of 5,791 cars.

How are rail cars rehabbed? How often? At what cost?

NYC Transit operates its own maintenance shops and critical support facilities.

Beginning with a 1982 MTA Capital Program, New York City began purchasing a substantial number of new rail cars and invested massively in restoring aging infrastructure.

The 1995-1999 Capital Program added 1,292 new subway cars to the fleet at a cost of \$2.1 billion.

The 2000-2004 Capital Program added 1,130 new subway cars. These cars replaced 927 cars and expanded the fleet by 203 cars. Cost: \$1.993 Billion.

Do they hire consultants to oversee rehab or do they deal directly with rehabbing contractor?

Information regarding consultants is not available. However, NYC Transit operates its own maintenance shops and critical support facilities.

Like Washington, D.C., New York City Transit focuses on a "partnering approach" with contractors working on major projects. This ensures "that project objectives are met...reduces cost, and improves quality," according to an MTA report on the 2000-2004 Capital Program.

If consultants are used, what is the cost per car formula?

N/A

What is the life expectancy of a railcar after rehab?

20 years. New cars have a life expectancy of 40 years.

What is the cost of a new rail car?

The industry standard is more than \$2 million per car.

Have they experienced a passenger increase after a fleet rehab?

NYC Transit has experienced a steady up-tick in riders since its first Capital Program in 1982. This is due to a massive rehab of the entire transit system, including upgrades to subway cars, stations, buses, infrastructure, and the addition of automated fare collection systems.

Have they experienced a passenger increase after a new fleet was acquired?

Ridership has increased with the introduction of new rolling stock. It should be noted that the addition of new rolling stock is always accompanied by improvements to the entire transit system.

San Francisco

Richard Wenzel (510) 287-4950

How are rail cars rehabbed?

San Francisco entered into their first "Mid-Life" of Heavy Rehabilitation of 439 BART Railcars in 1994. The project was 100% completed in 2004.

The majority of cars were stripped down to the frame and rebuilt in "Better than New" condition. The cars were upgraded to A/C current drives.

How often?

Mid-Life Rehabilitation is scheduled for cars at the average 20 year service point.

At what cost?

The total cost of the Mid-Life project was \$480 million. This includes Consultants, BART administrative costs, materials, procurement, sub-contracts, etc...

The total cost of the project, divided by the number of cars, works out to approximately \$1.1 million per car. (\$480 million by 439 Railcars = \$1.1 million)

Do they hire consultants to oversee rehab or do they deal directly with rehabbing Contractor?

Yes. San Francisco utilized multiple consultants for this project.

Booz / Allen / Hamilton acted as the prime consultant and oversaw the project from Designing Specifications through Re-introduction to Revenue Service.

The total amount paid to all consultants over the 10 year project was approximately \$24 million. (5% of total project cost)

\$15 million was paid to Booz/Allen/Hamilton

If consultants are used, what is the cost per car formula?

The formula for the entire project broke down as follows:

- **88% - Construction & Procurement (Hard Cost)**
- **5% - Consultants (Hard Cost)**
- **7% - All other In-house administrative costs (Soft Cost)**

What is the life expectancy of a railcar after rehab?

20 Years

What is the maintenance cost of a rehab car versus a new car?

Not available.

However, BART realized a 100% increase in the time between incidents after cars had been rehabbed.

What is the cost of a new rail car?

\$3 million

What is the maintenance cost of a rail car at quarter life, at half-life?

BART has an annual "Routine Maintenance" program. The administration estimates that the maintenance costs of the cars prior to Mid-life Rehab are double that of cars that have been rehabbed.

Have they experienced a passenger increase after a fleet rehab?

BART realized a slight increase in ridership, but it could not be quantified what amount was directly related to Train Renovations.

However, passenger satisfaction surveys did reflect a more positive experience from riders at it related to reliability and aesthetics.

Have they experienced a passenger increase after a new fleet was acquired?

N/A

Washington, D.C.

Fred Brink, WMATA Manager for 2000-3000 Series Rebuild Project
(202) 962-1089

The Washington Metropolitan Area Transit Authority (WMATA) is undergoing the first "heavy overhaul" of its 364-car fleet. The project began in Dec. 1999 and should be completed in Dec. 2005. This is a \$400+ Million project.

How are rail cars rehabbed?

The current heavy overhaul includes rebuilding the trains, including interior, windows, floor boards, brakes, engines, switching from a D.C. to an A.C. system, etc.

The rail cars are being rebuilt by Alston Transport, a train car builder located in Hornell, N.Y.

How often?

Prior to this heavy overhaul, the trains were maintained and routinely serviced as needed. This is the first heavy overhaul.

At what cost?

Heavy Overhaul program (including consultants): \$400 Million.

Do they hire consultants to oversee rehab or do they deal directly with rehabbing contractor?

WMATA has hired consultants Booz/Allen/Hamilton. WMATA also deals directly with the rehabbing contractor, Alston Transport. In the contracts with Booz/Allen/Hamilton and with Alston Transport, the WMATA included a partnering clause which mandates that they meet regularly with WMATA to ensure the success of the project. Various engineers from Booz/Allen/Hamilton meet with WMATA officials every two weeks. Alston, Booz/Allen/Hamilton and the WMATA top officials meet every 90 days for status reports. WMATA officials also do occasional site visits to the Alston plant to monitor the actual overhaul of the trains. "This way everyone wants the project to succeed on time and within the scope of the contract. Partnering is very beneficial," according to Fred Brink, WMATA rebuild manager.

If consultants are used, what is the cost per car formula?

\$328 million is the base cost to rebuild WMATA's entire fleet of 364 cars.

The average is less than \$1 million per car.

1/3 of the contract goes to Booz/Allen/Hamilton for their engineering, consulting services.

What is the life expectancy of a railcar after rehab?

20 years (with a heavy overhaul).

What is the maintenance cost of a rehab car versus a new car?

The costs are generally the same. The rebuilt cars are being totally upgraded (switching from D.C. to A.C.), as such WMATA expects that maintaining the rebuilt cars is comparable to maintaining new cars.

According to Fred Brink, the WMATA rebuild manager, it is more beneficial to do a heavy overhaul of your system if the transit cars have "a good shell."

Miami-Dade County's fleet has a "stainless steel shell and a pioneer truck" which makes an overhaul more attractive than scrapping the fleet for new cars, said Brink, who once worked for the manufacturer of the Miami-Dade fleet.

What is the cost of a new rail car?

\$2.7 million for a new car with latest equipment. On the other hand, WMATA estimates it costs \$949,000 max per car for a heavy overhaul.

Have they experienced a passenger increase after a fleet rehab?

Yes. Previous rider increases occurred after interior overhauls of some trains. Interior overhauls generally excite customers. WMATA ridership is currently at a high of 800,000 per week.

Overhauls of the brake system and other internal functions of the train also contribute to ridership. When citizens notice that the trains break down less often and the trains are on schedule, this increases reliability and attracts new riders.

Have they experienced a passenger increase after a new fleet was acquired?

N/A

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING EXECUTION OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN MIAMI-DADE COUNTY AND PARSONS, BRINCKERHOFF, QUADE AND DOUGLAS, INC. TO PROVIDE PROGRAM MANAGEMENT CONSULTING SERVICES FOR THE IMPLEMENTATION OF THE PEOPLE'S TRANSPORTATION PLAN, CONTRACT NO. TR04-PTP1, IN AN AMOUNT NOT TO EXCEED \$44 MILLION; AND AUTHORIZING EXECUTION OF CANCELLATION AND RENEWAL PROVISIONS CONTAINED THEREIN

Miami-Dade Transit Agency

I. SUMMARY

This resolution would approve awarding the Program Management Consulting Services (PMC) "Superconsultant" contract for the Peoples Transportation Plan (PTP) build-out to Parsons, Brinckerhoff, Quade, and Douglas, Inc. (PBQ&D)

II. PRESENT SITUATION

On November 5, 2002 the citizens of Miami-Dade County approved a "1/2 cent Surtax" for transportation and transit needs within Miami-Dade County.

These monies were to be allocated in accordance with a Long Range Plan known as the Peoples Transportation Plan (PTP).

In September 2003, the County Manager submitted a Transit study outlining a number of options towards establishing the organizational structure that would best enable the County to carry out the PTP.

One of these options consisted of a "Superconsultant" who would oversee all other consultants working on separate segments of the PTP. (See **Chart under Comments Section**)

III. POLICY CHANGE AND IMPLICATION

This award is consistent with the direction given to the County Manager by the Board of County Commissioners.

IV. ECONOMIC IMPACT

This PSA contains a "not to exceed" ceiling of \$44 million.

At the Regional Transportation Committee, Commissioner Gimenez asked that this contract be brought back before the Committee as well as the full Board prior to exceeding the \$25 million threshold, in order to better track the progress of this contract.

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However, the term of the contract is for seven (7) years with three (3) one-year options to renew. Given delays and unforeseen circumstances inherent in projects of this magnitude, as well as time needed to acquire right-of way, it is reasonable to assume that all three segments (North Corridor, East/West Corridor, and the Earlington Heights/MIC Connector) may not be completed within the original seven (7) year term of this contract.

As an example, the Palmetto Extension to the Metrorail, which was 1.4 miles long, took approximately 4 years to complete.

V. COMMENTS AND QUESTIONS

The following chart represents the major PSAs entered into to date for the PTP Consulting Services.

Project	Consultant	Services	Amount
North Corridor	Parsons Transportation Group (PTG)	Preliminary Engineering Design Services	\$13 million
East/West Corridor	HNTB Corp.	Preliminary Consultant and Engineering Services	\$29.9 million
MIC/ Earlington Heights	URS Corp.	Preliminary engineering, final design services, inspection and engineering services, as well as act as construction manager	\$17.9 million
* Master Program Consultant	Parsons Brinkerhoff Quade & Douglas	Coordination of all projects	\$44 million
Total			\$104.8 million

Attachment 1 – December 2004 *Miami Herald* article on Superconsultant contract.

Attachment 2 – List of sub-consultants on this contract.

Attachment 1

SUPERCONSULTANT' PICKED FOR METRORAIL

Miami Herald, The (FL)

December 2, 2004

Author: LARRY LEBOWITZ, llebowitz@herald.com

One of the nation's largest engineering firms Wednesday emerged victorious in the fight to become Miami-Dade County's Metrorail expansion "superconsultant" in a deal that could be worth up to \$84 million over the next seven years.

A county selection committee Wednesday recommended a team of 15 firms headed by Parsons Brinckerhoff Quade & Douglas to help Miami-Dade Transit make the first substantive additions to the underperforming rail system since it opened two decades ago. Before they could win the package, however, Parsons Brinckerhoff executives had to assure committee members that high-profile problems they had suffered with public jobs in Boston, St. Louis and Los Angeles were isolated, complicated situations - and that no one who worked on those projects would wind up working in Miami-Dade.

COMMISSION VOTE

If the county commission agrees to the panel's choice, Parsons Brinckerhoff will provide Transit with additional staff to help engineer, design, inspect, acquire rights-of-way, mitigate environmental damage along the proposed new rail corridors and try to persuade federal bureaucrats to pony up billions of matching dollars to pay for the program. The proposed Metrorail expansion - and the consulting contract - is made possible by the passage in 2002 of a half-cent sales tax for mass transit.

"Our team can help you tremendously in safeguarding the public trust," William Anido, Parsons Brinckerhoff's leading executive in Miami, said minutes before his firm was picked.

County Manager George Burgess will now negotiate the contract terms and bring them to the county commission for consideration by late spring.

ISSUE FOR ALVAREZ

The decision comes at a time when new Mayor Carlos Alvarez says his highest priority is taking power over contract awards away from the county commission.

Surface Transportation Manager Carlos Bonzon says he worked with the Inspector General's Office to keep overt lobbying out of the process.

Bonzon tried to structure the transit contract to assure that Miami-Dade maintains complete control over the consultants and avoids a repeat of the lobbying and minority set-aside controversies that have dogged a similarly large contract with Dade Aviation Consultants at the airport.

The eventual selection of Parsons Brinckerhoff - and its team members, including DMJM/Harris, Spillis Candela, PBS&J and EAC Consulting- was virtually uncontested. Three other teams originally competed for the contract. Two teams were eliminated by county staff at the outset, for failing to comply with the extensive proposal requirements, minority hiring thresholds and background checks.

The only other serious competitor, the second team of 22 firms headed by the similarly named but unrelated Parsons Transportation Group and engineering giant URS, bowed out Nov. 14 after both firms landed other lucrative Metrorail contracts.

Parsons Transportation will be lead designer on the proposed \$1 billion North Corridor that would run up Northwest 27th Avenue from Martin Luther King station to the Broward line near Pro Player Stadium.

URS landed the same role for the already funded \$260 million Metrorail spur that will be built from Earlington Heights station to the Miami Intermodal Center under construction near the airport.

SOME CONTROVERSIES

Parsons Brinckerhoff has a solid local reputation, but has run into serious, well-documented controversies with the \$14.6 billion Big Dig project in Boston, two transit projects in Los Angeles and a rail expansion in St. Louis that led to dueling lawsuits. Anido and Parsons Brinckerhoff President William D. Smith thoroughly defended the firm's reputation, giving the selection committee a detailed explanation of their version of exactly what went wrong in all three communities.

Bonzon and Miami-Dade Transit Director Roosevelt Bradley said they were satisfied. "I have no problem recommending this firm to take us into the future," Bradley said.

Attachment 2

Superconsultant

Parsons, Brinkerhoff, Douglas, & Quade (Prime)

DMJM+Harris, Inc
Post, Buckley, Schuh & Jernigan, Inc.
Spillas Candela DMJM
EAC Consulting
A2 Group, Inc
ABCOM Consult, Inc.
The Allen Group, LLC
All State Engineering & Testing Consultants, Inc.
Cardozo Engineering, Inc
Carmen Morris & Associates, inc.
HP Consultants, Inc.
Nodarse & Associates, Inc.
Phillips Consulting Group, Inc.
Triangle Associates, Inc.

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

RESOLUTION APPROVING QUALIFIED TARGET INDUSTRY TAX REFUND FOR CONFIDENTIAL PROJECT NO. 05-00213; RESOLUTION APPROVING QUALIFIED TARGET INDUSTRY TAX REFUND FOR CONFIDENTIAL PROJECT NO. 05-00123; RESOLUTION APPROVING QUALIFIED TARGET INDUSTRY TAX REFUND FOR AVBORNE ACCESSORY GROUP, INC.

Office of Community and Economic Development

I. SUMMARY

The Office of Community and Economic Development recommends that the Board of County Commissioners approve referenced Qualified Target Industry (QTI) tax refund applications and agreements.

II. PRESENT SITUATION

The Qualified Target Industry (QTI) tax refund program is pursuant to Florida Statutes Section 288.106. The program's intent is to attract relocating out-of-area businesses and encourage expansion of existing local companies by providing a tax refund.

III. POLICY CHANGE AND IMPLICATION

None.

IV. ECONOMIC IMPACT

Item	Project Name	New Jobs	New Capital Investment	QTI Refund			Miami-Dade New Incremental Tax Revenue Generated	County QTI Match	Net Revenue Benefit to Miami-Dade (per Beacon)	Total ROII (per Beacon)
				Total	State 80%	County 20%				
8K1A	Confidential 05-00213	500	\$5,000,000	\$1,425,000	\$1,140,000	\$285,000	\$315,855	\$285,000	\$30,855	1.11
8K1B	Confidential 05-00123	60	\$68,000,000	\$240,000	\$192,000	\$48,000	\$2,461,733	\$48,000	\$2,413,733	51.29
8K1C	Avborne Accessory Group, Inc.	70	\$1,213,225	\$210,000	\$168,000	\$42,000	\$55,257	\$42,000	\$13,257	1.32

ROII – Return on Incentive Investment equals Miami-Dade New Tax Revenue Generated divided by the County's match.

The funding for the Miami-Dade County portion of the QTI shall come from the County's General Fund.

V. COMMENTS AND QUESTIONS

None.

May 3, 2005

LEGISLATIVE ANALYSIS AND ECONOMIC IMPACT STATEMENT

TARGETED JOBS INCENTIVE FUND PROGRAM PARTICIPATION FOR
CONFIDENTIAL PROJECT NO. 05-00095.

Office of Community and Economic Development

I. SUMMARY

The Office of Community and Economic Development recommends that the Board of County Commissioners approve the referenced attached Targeted Job Incentive Fund (TJIF) application and agreements.

II. PRESENT SITUATION

The TJIF is an initiative by The Beacon Council and Miami-Dade County patterned after the State of Florida Qualified Target Industry Tax Refund Program (QTI). The program's intent is to attract relocating out-of-area businesses and encourage expansion of existing local companies by providing cash incentive awards.

III. POLICY CHANGE AND IMPLICATION

None.

IV. ECONOMIC IMPACT

<u>Project Name</u>	<u>New Jobs</u>	<u>Capital Investment</u>	<u>Estimated Incremental County Tax Revenue</u>	<u>Maximum Incentive Award</u>
Confidential Project No. 05-00095	290	\$56 Million	\$ 50,737	\$ 39,000

V. COMMENTS AND QUESTIONS

The location of this project, NW 215th Street & NW 47th Avenue, is currently a Brownfield site.

May 5, 2005

LEGISLATIVE ANALYSIS

RESOLUTION RATIFYING THE COUNTY MANAGER'S ACTION IN APPLYING FOR \$1,135,000 IN GRANT FUNDS FROM THE FLORIDA INLAND NAVIGATION DISTRICT FOR CAPITAL IMPROVEMENTS AT HAULOVER MARINA AND FURTHER AUTHORIZING THE COUNTY MANAGER OR HIS DESIGNEE TO RECEIVE AND EXPEND FUNDS, AND EXECUTE AMENDMENTS AS REQUIRED

Parks and Recreation Department

I. SUMMARY

The Resolution ratifies the application for \$1,135,000 in grant funds from the Florida Inland Navigation District for capital improvement projects at Haulover Marina.

II. PRESENT SITUATION

The Florida Inland Navigation District (FIND) was created by the Florida Legislature in 1927. FIND consists of the eleven counties along the east coast of Florida from Duval to Miami-Dade. A partnership exists between the United States and Florida, acting by and through FIND, whereby the United States agrees to construct and maintain the Intracoastal Waterway, and FIND agrees to furnish to it, free of cost, the necessary rights-of-way and areas for the deposit of dredged material in connection with the subsequent maintenance of the canal. FIND is an independent special taxing district. The eleven Commissioners, one from each county, are appointed by the Governor for four years. Chapter 374, Fla. Stat., provides for the FIND program.

The Waterway Assistance Program is a state grant program within FIND established for the purpose of financially cooperating with local governments to alleviate problems associated with the Atlantic Intracoastal Waterway and associated waterways. Eligible waterway related projects include navigation channel dredging, channel markers, navigation signs or buoys, boat ramps, docking facilities, fishing and viewing piers, waterfront boardwalks, inlet management, environmental education, law enforcement equipment, boating safety programs, beach re-nourishment, dredge material management, environmental mitigation, and shoreline stabilization.

Eligible local governmental agencies include municipalities, counties, port authorities and special taxing districts within the twelve counties of the District. There may be several applicants from within a county competing for these funds.

FIND is authorized to provide up to 75% for public navigation projects, while all other project categories are eligible for up to 50% funding assistance. Annually FIND allocates approximately \$6.2 million dollars for the program. All financial assistance and support furnished by FIND to member counties and local governments within the districts shall require matching funds. Such matching funds shall be clearly identified and enumerated as to amount and source. Cash, in-kind services and other grant funds may be utilized as

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May 5, 2005

the local match. Such financial assistance and support shall not exceed the proportional share of ad valorem tax collections from each county.

III. POLICY CHANGE AND IMPLICATION

The Resolution ratifies the application for \$1,135,000 in grant funds from the Florida Inland Navigation District for capital improvement projects at Haulover Marina.

IV. ECONOMIC IMPACT

FIND is authorized to levy up 0.1 mill on property located within each of the eleven counties. Currently, FIND levies 0.0000385 mill, raising an estimated \$19,275,715 for FY 2004-2005, including \$5,438,818 from Miami-Dade County.

Florida law states that financial assistance from the Waterway Assistance Program (and FIND's Cooperative Assistance Program) shall not exceed the proportional share of ad valorem tax collections from each county.

V. COMMENTS AND QUESTIONS

According to FIND's website, since 1986, Miami-Dade County has received over \$18 million in Waterway Assistance Program project grants. These grants are typically for two- and three-year projects. In geographic order, the approximate amounts from 1986-2004 for all eleven counties in FIND are as follows:

1. Duval	\$9.5M
2. St. Johns	\$1.6M
3. Flagler	\$0.6M
4. Volusia	\$6.4M
5. Brevard	\$4.9M
6. Indian River	\$2.1M
7. St. Lucie	\$3.3M
8. Martin	\$4.2M
9. Palm Beach	\$13.7M
10. Broward	\$13.1M
11. Miami-Dade	\$18.7M

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING THE CREATION OF THE JUVENILE SERVICES DEPARTMENT BY TRANSFERRING THE DIVISION OF PREVENTION SERVICES (DPS) AND THE JUVENILE TREATMENT FOR SAFER COMMUNITIES (TASC) DIVISION FROM THE DEPARTMENT OF HUMAN SERVICES TO THE JUVENILE ASSESSMENT CENTER (JAC)

Miami-Dade Juvenile Assessment Center

I. SUMMARY

This Item consolidates the social services provided by the Division of Prevention Services (DPS) and the Juvenile Treatment for Safer Communities (TASC) into a singular department, the Juvenile Services Department (JSD). The newly created JSD would be assigned the dual task of serving juveniles who have been arrested and those at-risk for arrest. The merger also guarantees the following:

- All 111 employees of DPS and TASC will be retained
- 24 hour assessment services for troubled youths
- Detention cost reductions due to the implementation of arrest alternatives

II. PRESENT SITUATION

Presently, there is a duplication of social services provided to juveniles by the Department of Human Services (DHS) and the Juvenile Assessment Center (JAC). The Department of Human Services currently administers all social services type programs other than the Teen Court operations and the Post Arrest Diversion (PAD) Program. PAD is the only post arrest diversion program currently administered by JAC.

The PAD program goes beyond the mission of the JAC by providing juvenile assessments, treatment plans and case management for first time non-violent misdemeanor offenders and unlike other social services programs for delinquent youths, juveniles successfully completing the PAD program can have their arrest records expunged.

The estimated cost per juvenile under the PAD Program is \$750. Compared to the estimated cost of \$4,500 per juvenile once the juvenile justice system is engaged, the PAD program offers an estimated savings per juvenile of \$3,750. The PAD program's estimated savings to the juvenile justice system from December 2001 to December 2004 is \$21,630,000 (see below).

Estimated Savings per Juvenile	Successful PAD Closures as of December '04	Overall Cost Savings (December '00 - '04)
\$3,750	5,768	\$21,630,000

III. POLICY CHANGE AND IMPLICATION

- An organizational structure change reassigning the combined services under the new Juvenile Services Department
- Service population shift to serving trouble juveniles
- Change of focus to outcome oriented social programs

IV. ECONOMIC IMPACT

Anticipated decrease in the overall cost to detain a youth due to the implementation of proactive deterrents.

V. COMMENTS AND QUESTIONS

Projected cost to the County to detain a youth in detention is \$118 per day.

LEGISLATIVE ANALYSIS

RESOLUTION REQUESTING FLORIDA LEGISLATURE TO PLACE A CONSTITUTIONAL AMENDMENT ON THE BALLOT TO GRANT THE RIGHT TO VOTE TO FORMER FELONS WHO HAVE COMPLETED THEIR SENTENCES AND WHO WOULD OTHERWISE BE ELIGIBLE TO VOTE UNDER THE LAWS OF THE STATE OF FLORIDA; DIRECTING THE CLERK OF THE BOARD TO SEND CERTIFIED COPIES OF THIS RESOLUTION TO THE GOVERNOR, CABINET, AND MEMBERS OF THE FLORIDA LEGISLATURE

*Commissioner Katy Sorenson, Dr. Barbara Carey-Shuler,
Commissioner Barbara J. Jordan, and Commissioner Dorrin D. Rolle*

I. SUMMARY

Resolution 11(A)(1) requests the Florida Legislature to pass a joint resolution to amend the Florida Constitution, to grant the right to vote to former felons who have completed their sentences. Currently two bills in the Florida Legislature (SJR 1190 and HJR 1363) directly address this issue, though with slightly different provisions.

II. PRESENT SITUATION

Under Art. VI, Sec. 4, Fla. Const., certain persons are disqualified from voting and holding elected office: those convicted of a felony, and those adjudicated mentally incompetent, until their civil rights are restored or the disability is removed. In Florida, the restoration of civil rights is vested in the Board of Executive Clemency (the Governor and at least two members of the Cabinet). The Office of Executive Clemency reports to the Board, and is responsible for processing applications for executive clemency, coordinating all clemency hearings and referring applications to the Florida Parole Commission for investigation.

According to a Florida Parole Commission press release, on December 9, the Board of Executive Clemency adopted changes which will make it easier for felons to get their civil rights restored. The rule changes will allow felons that have been arrest-free for five years to obtain restoration of civil rights without a hearing, unless convicted of certain violent crimes or if they owe victim restitution. Anyone arrest-free for 15 years or more can have their rights restored without a hearing regardless of their crime unless they owe victim restitution.

In America, 34 states automatically permit former felons to vote, 2 states permit felons to vote while in prison, 7 states permit some former felons to vote while disqualifying others, and 7 states disqualify all felons from voting. A recent decision of the U.S. Eleventh Circuit Court of Appeals upheld Florida's disqualification of felons from voting. The plaintiffs argued that it violated the Equal Protection Clause of the 14th Amendment and the federal Voting Rights Act. The 10-2 decision by the Circuit Court affirmed a 2002 summary judgment by Senior U.S. District Judge King in Miami.

III. POLICY CHANGE AND IMPLICATION

This Resolution 11(A)(1) requests the Florida Legislature to pass a joint resolution to amend the Florida Constitution, to grant the right to vote to former felons who have completed their sentences.

IV. ECONOMIC IMPACT

None.

V. COMMENTS AND QUESTIONS

A search of bills filed for the 2005 Legislative Session revealed two joint resolutions relating to the right to vote for former felons.

SJR 1190 restores the voting rights of former felons after incarceration, post-conviction supervision, and court-ordered restitution. SJR 1190 passed the Committee on Ethics and Elections 2-1, and passed the Committee on Criminal Justice 4-2, and is now in the Committee on the Judiciary.

HJR 1363, a similar bill, restores the voting rights of former felons, except for violent felonies, and without the requirement of restitution. HJR 1363 was referred to Ethics & Elections Committee (where it is currently temporarily deferred), Criminal Justice Committee, and the State Administration Council.

The last day of the regular session is Friday, May 6, if the Legislature finishes on time.

LEGISLATIVE ANALYSIS

RESOLUTION URGING THE FLORIDA LEGISLATURE TO ENACT LEGISLATION ENDORSING THE CONCEPT OF VOTING CENTERS FOR FUTURE ELECTIONS

Commissioner Dr. Barbara Carey-Shuler

I. SUMMARY

The Resolution urges the Florida Legislature to enact legislation endorsing the concept of voting centers and allowing for a defined period of voting, including Election Day.

II. PRESENT SITUATION

Under Florida law, "early voting" allows a voter to vote early in the main or branch office of the Supervisor of Elections. The Supervisor may also designate any city hall or public library as early voting sites. However, the sites must be geographically located so as to provide all voters in the county an equal opportunity to cast a ballot, insofar as is practicable. Early voting shall begin on the 15th day before an election and end on the day before an election (8 days for a special election). Early voting shall last at least 8 hours per weekday and 8 hours in the aggregate for each weekend during the applicable periods. The results or tabulation of early voting ballots may not be made before the close of the polls on Election Day, just as for absentee ballots.

In December 2004, the Florida State Association of Supervisors of Elections voted to present the Legislature with a proposal on early voting, which provides for an eleven day period of voting, including the traditional Tuesday and two weekends, and replacing precinct polling places with voting centers. Many Supervisors claim the proposal for voting centers would provide for better trained poll workers, reduce the number of disqualified provisional ballots from voting in the wrong precinct, and reduce long lines.

III. POLICY CHANGE AND IMPLICATION

The Resolution urges the Florida Legislature to enact legislation endorsing the concept of voting centers and allowing for a defined period of voting, including Election Day.

IV. ECONOMIC IMPACT

None.

V. COMMENTS AND QUESTIONS

A search of bills filed for the 2005 Legislative Session revealed that HB 1567, a lengthy bill relating to elections, passed the House 83-35 on April 26, and is now in the Senate awaiting action. Section 45 of the bill amends s.101.657, F.S., to provide for early voting at designated locations (voting centers) up to the second day before an election, but it does not replace the traditional polling places on Election Day.

LEGISLATIVE ANALYSIS

RESOLUTION RELATING TO EDUCATIONAL FACILITIES IMPACT FEES

Commissioner Bruno A. Barreiro

I. SUMMARY

This resolution directs the County Manager to take the steps necessary to implement Florida Statute section 1002.33(18)(f), which provides for designation of educational facilities impact fees generated by new development to be utilized for the creation of Public Charter Schools to serve the respective development.

II. PRESENT SITUATION

- Miami-Dade County has impact fees collected from real estate developers to alleviate and offset the monetary impact of new expenses that would be placed solely on the constituents of the County.
- School Impact fees are one-time payments from real estate developers to school districts used to build school improvements needed to accommodate new real estate development.
(Agenda Item 6(M)(1)(A)- Resolution Approving First Amended Interlocal Agreement with School Board Regarding Impact Fees—July 25, 2000)
- In Miami-Dade County, an Impact Fee Rate Schedule (*Attachment 1*) determines the fee developers must pay. Impact fees for schools have a flat rate developers must pay per unit based upon the type of residential community being developed.

III. POLICY CHANGE AND IMPLICATION

- The County Manager is directed to take the necessary steps in implementing Florida Statute section 1002.33(18)(f), which will allow the funding of charter schools for new developments through the assistance of impact fees. (In Florida, all charter schools are public schools.)
- In theory, charter schools are created to expand the capacity of the public school system by providing innovative learning methods as well as opportunities to mitigate the educational impact of new developments.
- Allowing impact fees to go toward the creation of new charter schools will improve the timely construction of educational facilities needed to adjust to population expectations of new developments.

Miami-Dade County School Board's Position:

- On April 12, 2005, representation from Miami-Dade County School's (MDCS) expressed they were against this proposed resolution.
- MDCS representatives believe:
 1. Any diversion of funding may burden the ability for new school growth as well as additional financial forecasting;
 2. This proposal may hinder MDCS Superintendent Dr. Rudolph F. Crew's 5 year plan;
 3. This proposal will have a direct conflict with Section 18 of the Impact Fee Interlocal Agreement with the Miami-Dade County Schools.
 - Pursuant to Section 18, if the County modifies impact fees subsequent to MDCS pledging funds to financial agreements the County may be responsible for any shortfall.

(Attachment 2- July 25, 2000 Agenda Item 6(M)(1)(A)-
Section 18 of the Resolution Approving First Amended
Interlocal Agreement with School Board Regarding Impact
Fees.)

IV. ECONOMIC IMPACT

- While this proposal addresses the positive possibility of supporting newly developed charter schools there may be a negative impact to funding schools that are already in existence.
- It is premature to approximate the fiscal impact this will pose for the County or the School system because the County Manager has not established the necessary steps to implement such legislation.

V. COMMENTS AND QUESTIONS

- On April 12, 2005, this item was approved by the Infrastructure and Land Use Committee and sent to BCC without Recommendation.

MIAMI-DADE COUNTY IMPACT FEE RATE SCHEDULE - Effective October 1, 1995

LAND USE	ROAD W 77 AVE	ROAD E 77 AVE	FIRE	POLICE	SCHOOL	PARKS DIST 1 N SW 8 ST	PARKS DIST 2 Middle	PARKS DIST 3 S SW 184 ST	UNITS
Port and Terminal									sq. ft.
Truck Terminals	\$1.55	\$1.477	\$0.1664	\$0.147					
<u>Industrial</u>									sq. ft.
Industrial Park	\$1.096	\$1.044	\$0.1664	\$0.147					sq. ft.
Manufacturing	\$0.605	\$0.577	\$0.1664	\$0.147					sq. ft.
Warehousing	\$0.767	\$0.731	\$0.1664	\$0.147					sq. ft.
Mini-Warehouse	\$0.41	\$0.391	\$0.1664	\$0.147					sq. ft.
<u>Residential</u>									unit
Single Family Detached	\$1,307	\$1,242	\$176.73	\$101.29	\$612.00	\$1,453.40	\$1,222.28	\$842.80	
Total road, fire, police, park & school W. 77 Ave.						\$3,650.42	\$3,419.30	\$3,029.82	
E. 77 Ave.						\$3,585.42	\$3,354.30	\$2,974.82	
plus (max. 3,800 sq. ft. per unit)					\$0.918				sq. ft.
Apartment (Rentals)	\$983	\$936	\$187.39	\$101.29	\$612.00	\$741.75	\$725.63	\$540.73	unit
Total road, fire, police, park & school W. 77 Ave.						\$2,625.43	\$2,609.31	\$2,424.41	
E. 77 Ave.						\$2,578.43	\$2,562.31	\$2,377.41	
plus (max. 3,800 sq. ft. per unit)					\$0.918				sq. ft.
Condominium	\$921	\$877	\$187.39	\$101.29	\$612.00	\$741.75	\$725.63	\$540.73	unit
Total road, fire, police, park & school W. 77 Ave.						\$2,563.43	\$2,547.31	\$2,362.41	
E. 77 Ave.						\$2,519.43	\$2,503.31	\$2,318.41	
plus (max. 3,800 sq. ft. per unit)					\$0.918				sq. ft.
Townhouse	\$921	\$877	\$187.39	\$101.29	\$612.00	\$1,247.01	\$998.68	\$785.83	unit
Total road, fire, police, park & school W. 77 Ave.						\$3,068.69	\$2,820.36	\$2,607.51	
E. 77 Ave.						\$3,024.69	\$2,776.36	\$2,563.51	
plus (max. 3,800 sq. ft. per unit)					\$0.918				sq. ft.
Mobile Home	\$756	\$720	\$176.73	\$101.29	\$612.00	\$1,453.40	\$1,222.28	\$842.80	unit
Total road, fire, police, park & school W. 77 Ave.						\$3,099.42	\$2,868.30	\$2,488.82	
E. 77 Ave.						\$3,063.42	\$2,832.30	\$2,452.82	
plus (max. 3,800 sq. ft. per unit)					\$0.918				sq. ft.
<u>Lodging</u>									room/sq. ft.
Hotel	\$1,094	\$1,042	\$0.3848	\$0.147					room/sq. ft.
Motel	\$1,281	\$1,220	\$0.3848	\$0.147					room/sq. ft.
<u>Recreational</u>									berth/sq. ft.
Marina	\$465	\$443	\$0.2912	\$0.147					hole/sq. ft.
Golf Course	\$5,910	\$5,631	\$0.2912	\$0.147					Court/sq. ft.
Racquet Club	\$6,745	\$6,427	\$0.2912	\$0.147					
<u>Institutional</u>									St. Sta./sq. ft.
Elementary School	\$31	\$30	\$0.2912	\$0.147					St. Sta./sq. ft.
High School	\$127	\$121	\$0.2912	\$0.147					St. Sta./sq. ft.
Jr./Community College	\$209	\$199	\$0.2912	\$0.147					St. Sta./sq. ft.
University	\$373	\$355	\$0.2912	\$0.147					sq. ft.
Church/Synagogue	\$0.857	\$0.817	\$0.2912	\$0.147					sq. ft.
Day Care Center	\$1.138	\$1.085	\$0.2912	\$0.147					sq. ft.
<u>Medical</u>									sq. ft.
Hospital	\$1.543	\$1.470	\$0.3848	\$0.147					bed/sq. ft.
Nursing Home	\$239	\$228	\$0.3848	\$0.147					
<u>Office</u>									sq. ft.
General Office Building									sq. ft.
1 - 50,000	\$2.607	\$2.484	\$0.2392	\$0.147					sq. ft.
50,001 - 100,000	\$2.206	\$2.102	\$0.2392	\$0.147					sq. ft.
100,001 - 200,000	\$1.863	\$1.775	\$0.2392	\$0.147					sq. ft.
200,001 - 300,000	\$1.693	\$1.614	\$0.2392	\$0.147					sq. ft.
300,001 - 400,000	\$1.566	\$1.492	\$0.2392	\$0.147					sq. ft.
400,001 - 500,000	\$1.486	\$1.416	\$0.2392	\$0.147					sq. ft.
500,001 - 600,000	\$1.423	\$1.356	\$0.2392	\$0.147					sq. ft.
600,001 - 700,000	\$1.376	\$1.311	\$0.2392	\$0.147					sq. ft.
700,001 - more	\$1.33	\$1.268	\$0.2392	\$0.147					sq. ft.
Medical Office Building	\$3.142	\$2,994	\$0.2392	\$0.147					sq. ft.
Research Center	\$1.211	\$1.154	\$0.2392	\$0.147					sq. ft.
Business Park	\$2.259	\$2.153	\$0.2392	\$0.147					sq. ft.
<u>Retail</u>									sq. ft.
1 - 10,000	\$2.408	\$2.294	\$0.2912	\$0.147					sq. ft.
10,001 - 50,000	\$1.317	\$1.255	\$0.2912	\$0.147					sq. ft.
50,001 - 100,000	\$1.015	\$0.967	\$0.2912	\$0.147					sq. ft.
100,001 - 200,000	\$2.606	\$2.483	\$0.2912	\$0.147					sq. ft.
200,001 - 300,000	\$2.367	\$2.256	\$0.2912	\$0.147					sq. ft.
300,001 - 400,000	\$3.766	\$3.589	\$0.2912	\$0.147					sq. ft.
400,001 - 500,000	\$3.585	\$3.417	\$0.2912	\$0.147					sq. ft.
500,001 - 600,000	\$3.486	\$3.322	\$0.2912	\$0.147					sq. ft.
600,001 - 800,000	\$3.409	\$3.249	\$0.2912	\$0.147					sq. ft.
800,001 - 1,000,000	\$3.431	\$3.269	\$0.2912	\$0.147					sq. ft.
1,000,001 - 1,200,000	\$3.474	\$3.311	\$0.2912	\$0.147					sq. ft.
1,200,001 - more	\$3.374	\$3.215	\$0.2912	\$0.147					sq. ft.
<u>Services</u>									sq. ft.
Nursery Garden	\$2.02	\$1.925	\$0.2912	\$0.147					sq. ft.
Quality Restaurant	\$11.38	\$10.845	\$0.2912	\$0.147					sq. ft.

Bank (Walk-in)	\$2.02	\$1.925	\$0.2392	\$0.147	sq. ft.
Bank (Drive-in)	\$3.81	\$3.631	\$0.2392	\$0.147	sq. ft.

Attachment #2

13. RIGHT OF INSPECTION. The parties shall each have the right to request the review of the records of the other as to the receipt, allocation and expenditure of Impact Fees, including records as to the issuance of building permits. All requests for such inspections shall be made in writing and with reasonable notice.

14. MAINTENANCE OF EFFORT. It is understood that the School Board has a combination of both state and local revenue, other than impact fee revenue, available for the purchase and construction of new and expanded educational facilities and capital assets. The School Board agrees not to utilize Impact Fee Monies as a full or partial replacement of such funds for current or future capital projects. Impact Fee Monies will be used only to fund additional facilities and capital assets necessitated by the impacts of new development that could not otherwise been afforded, within the same benefit district in which the funds are collected.

15. SCHOOL BOARD APPROVAL. Contributions in-lieu-of impact fees, alternative methods of payment, or land dedications shall not be accepted except as approved in writing by the School Board or its authorized designee.

16. SEVERABILITY. If any item or provision of this Agreement, or the application thereof to any person or circumstances shall, to any extent, be held invalid or unenforceable, the remainder of this Agreement, or the application of such terms or provisions, other than those as to which it is held invalid or unenforceable, shall not be affected and every other term and provision of this Agreement shall be deemed valid and enforceable to the extent permitted by law.

17. EFFECTIVE DATE AND TERM. This Amendment shall become effective upon the signature of the last party, and shall remain in full force and effect for a period of thirty (30) years from the effective date. Any agreement, including but not limited to developer agreements, contribution in-lieu-of impact fee agreements and lease-purchase agreements (i.e. State School "EEE" and State School "X"), entered into pursuant to the original Interlocal Agreement, dated September 28, 1995, shall be governed by the terms and conditions of the original Interlocal Agreement. In the event that the School Board elects to buy out and refinance any lease-purchase agreement entered into pursuant to the original Interlocal Agreement, the refinanced project shall be governed by the terms and conditions of this First Amended Agreement.

18. COUNTY RESPONSIBILITIES. In the event impact fee revenues available for payments under a lease-purchase agreement or other multi-year financing method entered into by the School Board pursuant to this agreement are reduced to an amount which is less than the payment due, the County agrees to be responsible for the shortfall amount if such reduction is a direct result of repealing or modifying the Impact Fee Ordinance or Manual, or the imposition of a moratorium pursuant to Sections 33-319 and 33-320 of the Code of Miami-Dade County, and if such action is taken by the County after the date of the lease-purchase agreement or other multi-year financing method. In all other actions taken by Miami-Dade County, the County shall not be responsible for any shortfall of impact fees. It is understood that impact fee revenues available for payments shall mean all impact fees encumbered with respect to a particular lease-purchase agreement or other multi-year financing method, together with all other impact fee

revenue due under the Impact Fee Ordinance. In the event impact fee revenues available for payments under a lease-purchase agreement or other multi-year financing method entered into by the School Board pursuant to this agreement are reduced to an amount which is less than the payments due, and the School Board pays such shortfall in the payments from a non-impact fee revenue source, the School Board shall be entitled to be reimbursed for the shortfall payments from subsequent year impact fee revenues, to the extent available.

19. NOTICE OF VIOLATION. Unless otherwise provided for herein, in the event either party violates any provision of the Agreement, the violator shall be given written notice by the other party that a violation has occurred. The written notice shall state the nature of the purported violation and shall be transmitted by certified return receipt mail. The violator shall use diligent good faith efforts to cure the violation within thirty (30) days.

IN WITNESS WHEREOF, the parties have duly executed this Agreement by their duly authorized representatives this _____ day of _____, 2000.

MIAMI-DADE COUNTY
BY ITS BOARD OF COUNTY
COMMISSIONERS

ATTEST:

By: _____
County Manager

By: _____
Deputy Clerk

SCHOOL BOARD OF MIAMI-DADE COUNTY, FLORIDA

ATTEST:

By: _____
Superintendent

By: _____

LEGISLATIVE ANALYSIS

*RESOLUTION AUTHORIZING EXECUTION OF AN INTERLOCAL AGREEMENT
WITH THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA)
AND MIAMI-DADE COUNTY FOR FINANCING OF THE COMMUTER RAIL
PROJECT AND AUTHORIZING THE COUNTY MANAGER TO RECEIVE AND
EXPEND FUNDS AS SPECIFIED IN THE INTERLOCAL AGREEMENT*

Dr. Barbara Carey-Shuler

I. SUMMARY

This resolution authorizes an Interlocal Agreement between Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA).

This agreement provides for an increase, of \$226,333, in the total amount allocated to the SFRTA for FY 2005.

The new total amount provided by the County to the SFRTA would be \$4,876,333.

II. PRESENT SITUATION

In 2003, the Florida Legislature created the South Florida Regional Transportation Authority (SFRTA).

The SFRTA, assumed all responsibilities formerly held by the Tri-County Commuter Rail Authority (TCRA), which operates Tri-Rail.

Further, this legislation outlined certain funding requirements of the three (3) counties represented by the SFRTA (Miami-Dade, Broward, and Palm Beach).

These funding amounts were broken into two parts:

- Capital Funding - \$2.67 million per county.
- Operating Subsidy – “no less than” \$1,565,000 per county.

The minimum amount of funding required by State Statute is \$4,235,000 per year.

For FY 2004 Miami-Dade County provided \$4,650,000 to the SFRTA.

III. POLICY CHANGE AND IMPLICATION

This Interlocal Agreement increases the amount of financial support given by Miami-Dade County to the SFRTA to an amount beyond the total required by State Statute.

(SEE ECONOMIC IMPACT)

IV. ECONOMIC IMPACT

This Interlocal Agreement would increase the amount of support for the SFRTA from \$4,650,000 in FY 2004 to \$4,876,333 for FY 2005.

The County would exceed the amount required by State Statute by \$641,333.

V. COMMENTS AND QUESTIONS

Although the current State Statutes require the **minimum** amounts for each County to provide the SFRTA for Capital Projects and Operations, it would be reasonable to assume that the more money the SFRTA receives in Capital Funds, the higher the cost will be to operate an expanded system.

It is also reasonable to assume that the total cost to Miami-Dade County will never be less than \$4,876,333 million annually. In fact, although the Capital Cost per county is fixed at \$2.67 million, **Miami-Dade County can expect that the Operating portion transferred to the SFRTA under this agreement will increase annually in conjunction with the expansion of Tri-Rail.**

The SFRTA is also in the process of constructing a second rail (Double Tracking) line along the current corridor that would allow the Tri-Rail Train to run more frequently. This would also mean an increase in the operating costs, which Miami-Dade County is responsible for.

Further, the cost to operate a second line would virtually double the operating costs over the next five years. This would be on top of funds detailed in this item.

The SFRTA is currently in negotiations to try and purchase an 85 mile stretch of the Florida East Coast (FEC) Railroad tracks running from Palm Beach to Downtown Miami through coastal municipalities. The estimated price for the purchase of the land alone is approximately \$1 Billion.

The SFRTA is seeking to expand the current line North to Jupiter and Northwest to the Scripps research park. (SEE ATTACHMENTS)

*****How does an agency which currently operates at an approximately \$20 million annual deficit, pay for an estimated \$2 billion worth of expansions?**

BCC ITEM 11(A)20
May 3, 2005

The following is Tri-Rail ridership information for Calendar Year 2002:

County	Boardings	Ridership Percentage
Miami-Dade	702,936	26.8%
Broward	895,121	34.1%
Palm Beach	1,023,973	39.1%
Total Boardings	2,622,030	100.0%

Miami-Dade County – 5 Stations

Broward County – 7 Stations

West Palm Beach – 6 Stations

*Since the ridership numbers above were collected, in 2002, the number of residents moving to Broward and Palm Beach Counties has risen dramatically. This would more than likely mean that the ration of ridership originating in Broward and Palm Beach has increased while the ration of ridership originating in Miami-Dade County has decreased.

Attachment 1: *Miami Herald* article detailing negotiations for FEC Corridor.

Attachment 2: *Sun Sentinel* article detailing future expansion of Tri-Rail to the North portion of Palm Beach County as well as the West portion of Palm Beach County to serve the Scripps location.

The Miami Herald

TRI-RAIL IN NEGOTIATIONS TO ADD DOWNTOWN ROUTE

October 29, 2002

Tri-Rail officials are negotiating to buy the Florida East Coast Railroad tracks in eastern Broward County, South Florida leaders were told Monday.

If a deal is reached, it would enable Tri-Rail to offer service on a route that runs through downtowns in Broward and Miami-Dade counties.

The new route would branch off of Tri-Rail's existing line, which runs parallel to Interstate 95. The branch would begin in Pompano Beach and run through downtown Fort Lauderdale, Hollywood and Miami. Leaders of these cities have wanted this service for years. Tri-Rail's board of directors agreed to enter into the negotiations on Friday, and its executive director, Joseph Giulletti, shared the news with a meeting of commissioners from the three member counties on Monday.

"I sincerely hope that the trains will be going where the people want to go," said Broward Commissioner Diana Wasserman-Rubin, who chaired the meeting.

Tri-Rail had previously agreed in principle that the eastern branch would be a good idea, but the decision to enter formal talks with FEC moves the commuter rail line a step closer to putting the principle into practice. Giulletti said this development is possible because FEC is now willing to sell, and it had not been in years past.

But the project will not happen overnight, in part because of the expense. Giulletti said he has heard that FEC wants around \$500 million for its land. He said it's hard to say whether that's a fair price without knowing more about the terms of the deal. Construction costs have been estimated at an additional \$400 million.

Giulletti said Tri-Rail hopes to get federal and state money to pay for the project.

He added that he couldn't predict how long it would be before South Floridians could ride the new route. A previous Tri-Rail estimate was the year 2016, but Giulletti said the date depends on details such as how many new railroad bridges will be needed. He thinks some elements could be available relatively soon after negotiations are completed, such as a shuttle from the Fort Lauderdale-Hollywood International Airport to Port Everglades.

State and local leaders considered the FEC line when they created Tri-Rail in the 1980s but chose the I-95 route instead. The renewed interest in the FEC tracks comes when mass transit is high on the political agenda in South Florida.

Engineers here say they can't build roads wide enough to accommodate all the people who want to use them. Broward, Miami-Dade and Palm Beach counties recently agreed to form a regional transit authority. Miami-Dade voters are about to consider a referendum on a new tax to improve mass transit. Tri-Rail is about to start the final phase of double-tracking its existing lines, a \$456 million project that eventually will allow trains to run every 20 minutes instead of every hour.

In other action Monday, the commissioners decided to ask the state Legislature to call another referendum on the proposed "bullet train." In November 2000, Florida voters approved a plan requiring the Legislature to start building the train, which would run from Tampa to Miami by way of Orlando, by November 2003. But Palm Beach County Commissioner Burt Aaronson told Monday's gathering that voters were deceived about the project, which is projected to cost up to \$20 billion.

"The state cannot afford the bullet train," Aaronson said. "I think it's a boondoggie."

Attachment 2

Sun-Sentinel

NEXT STOP BOCA FOR TRI-RAIL'S NEW FUTURISTIC DEPOT COMPLEX

Date: April 8, 2004

Tri-Rail's "station of the future" will be a far cry from the no-frills train stops built when service began in 1989.

The new Boca Raton station south of Yamato Road will let passengers buy a cup of coffee or a newspaper, get a haircut or go to the bank and pick up dry cleaning on the way to work or home.

Riders will also be able to get off the train and board a bus or shuttle to neighboring office parks or colleges and make the trip in as little as 10 minutes.

It's all part of a "transit-oriented development" concept that Tri-Rail officials hope to duplicate with new stations as the commuter rail line expands north to Jupiter and possibly northwest to The Scripps Research Institute site west of Palm Beach Gardens.

Similar redevelopment proposals seek to transform state-owned land around stations like Cypress Creek in Fort Lauderdale and Sheridan Street in Hollywood with housing, shops, restaurants and offices in an effort to encourage more people to take mass transit.

The chairman of the South Florida Regional Transportation Authority, Michael Masanoff, said that means no more barren platforms with tiny canopies and few, if any, amenities for commuters when new train stations are built.

About 50 people were on hand Wednesday when local government officials, business leaders and the transportation authority broke ground for the \$14 million new Yamato station not far from the CSX tracks where the transit hub will sit.

With 76,000 students attending Florida Atlantic University, Palm Beach Community College and Lynn University just east of I-95 and 11 million square feet of office space in the vicinity, Masanoff said the station site makes sense.

"You just can't help but think about good things," Masanoff said.

The station portion of the development is expected to open by the end of the year. A second phase including 20,000 square feet of retail space and 50,000 square feet of office space is set to open some time after that. The authority is adding a second track in Palm Beach County that will enable trains to run every 20 minutes at rush hour by 2005.

Boca Raton Mayor Steve Abrams said he became sold on the benefits of Tri-Rail early in his political career when he visited a station and saw hundreds of people streaming off trains to head to work at office parks, schools and hospitals in the city.

"This is only going to make Tri-Rail reach its full potential," Abrams said. The station will be adjacent to a new business park called Boca Village on 54 acres abutting I-95 at Congress Avenue.

The project will be pedestrian friendly, with a landscape plan that includes tree-lined walkways and bike paths. With the relocation of the train station to the property, corporate employees will have a commute from Broward, Palm Beach or Miami-Dade counties without the hassle of driving -- and a short walk to the office buildings at the site.

Charles Siemon, chairman of Boca Raton Community Hospital east of I-95, said the station will help the hospital recruit and retain employees who can use Tri-Rail to get to work easily. Siemon said Tri-Rail is popular with residents in West Palm Beach who use it to get to their jobs at Jackson Medical Center in Miami.

When the new station opens, the existing station north of Yamato Road just west of I-95 will close. The transportation authority dropped plans for a second Boca Raton Tri-Rail station at Congress Avenue after the city and others persuaded the rail agency to consider a site much closer to FAU and other large employers.

The Congress site had been chosen because the Florida Department of Transportation owns land there for a park-and-ride lot.

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LEGISLATIVE ANALYSIS

APPROVAL AS TO FORM OF CITIZEN'S PETITION FOR INCREASING COMMISSIONER'S SALARIES

Clerk of the Board

I. SUMMARY

This approval, as to form, permits the sponsoring committee, Citizens for Reform PAC, to circulate a petition to amend the County Charter. The amendment seeks to increase the salaries of Commissioners from \$6,000 a year to approximately \$85,000 a year, according to as statutory formula based on population. Section 7.01 of the Charter provides that the Board "shall without delay approve as to form a petition for circulation" by the sponsoring committee.

II. PRESENT SITUATION

Commission salary

Section 1.06 of the Charter provides that each Commissioner shall receive a salary of \$6,000 a year. This provision does not provide for adjustments based on inflation or population. It has not been amended since the adoption of the Charter in 1957. All attempts to amend this provision have failed, whether combined with other revisions, as a stand alone issue, or whether proposed by the Commission or citizen petition. Most recently, in August 31, 2004, the voters narrowly defeated Proposition One, which combined a salary increase with term limits, by a vote of 51%-49%.

Under Chapter 145, Fla. Stat., the Florida Legislature provides for the salaries of county officials, except for counties with a home rule charter or a consolidated form of government. Under section 145.011, F.S., "The Legislature has determined that a uniform and not arbitrary and discriminatory salary law is needed to replace the haphazard, preferential, inequitable, and probably unconstitutional local law method of paying elected county officers.

The Florida Legislative Committee on Intergovernmental Relations (a joint committee of the Florida Senate and House of Representatives) annually issues a report regarding the finalized salaries of county constitutional officers for the upcoming fiscal year. The statutory formula begins with a salary based on the population of the county multiplied by several other factors. The LCIR report issued in October 2004 for fiscal year 2005 estimates the salaries of Miami-Dade County Commissioners at \$85,383 a year.

Amending the Charter

The Miami-Dade County Home Rule Charter, Sec. 8.07, provides for the proposal of amendments to the Charter by the Board of County Commissioners and by citizen petition. Section 7.01 of the Charter provides that the Board "shall without delay approve as to form a petition for circulation" by the sponsoring committee.

BCC ITEM 15(B)(5)

May 3, 2005

The petition requirements for charter amendments require valid signatures equal to 10% of registered voters at the time the petition is submitted, with no more than 25% coming from any single commission district. The sponsoring committee has 60 days to collect the signatures; after that the Board has 30 days to canvass the signatures for sufficiency. Under Section 12-23 of the Code of Miami-Dade County, the Supervisor of Elections shall disqualify invalid petition forms and invalid signatures. If the petitions are sufficient, the Board shall call an election within 60-120 days of certification.

The political action committee sponsoring petition is called Citizens for Reform PAC, chaired by Jose A. Riesco, and formed under the provisions of the Section 12-21 of the Code. Citizens for Reform PAC is also sponsoring the petitions to amend the charter regarding a strong mayor and procurement, both approved as to form by the Commission on April 5, 2004.

III. POLICY CHANGE AND IMPLICATION

The amendment seeks to increase the salaries of Commissioners from \$6,000 a year to approximately \$85,000 a year, according to as statutory formula based on population.

IV. ECONOMIC IMPACT

Current salaries of the 13 Commissioners total \$78,000 a year.

Increasing the salaries to \$85,000 would total \$1,105,000 a year -- an increase of \$1,027,000 a year.

V. COMMENTS AND QUESTIONS

None.